The Hong Kong Daily Press.

No. 8468 第八千四百六十八號 光緒十年十二月二十七日 HONGKONG, WEDNESDAY, FEBRUARY 11TH, 1885. 禮拜三 香港英二月十一號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

February 10, ROBY, British steamer, 1,262, R. C. Marsden, Singapore 3rd February, General.—RUSSELL & Co.
February 10, MAY, British barkentine, 237, G. Forbes, Wellington (N.Z.) 8th December, General.—ADAMSON, BELL & Co.
February 10, HEVEN, German steamer, 387, Detlefsen, Bangkok 31st January, Rice.—ED. SCHELLHASS & Co.
February 10, KONG BENG, British steamer, 862, R. Jones, Bangkok 4th February, General.—YUEN FAT HONG.
February 10, WANDERER, British sloop, Oxford Churchill, Takow 8th February.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
10TH FEBRUARY.

Pembrokeshire, British str., for Saigon.
Kashgar, British str., for Singapore.
Fushun, Amr. str., for Shanghai.
Thales, British str., for Swatow.
City of New York, Amr. str., for Yokohama.
Daniel, German bark, for Chefoo.

DEPARTURES.

February 10, YUNG-CHING, American str., for Hoihow.
February 10, DON JUAN, Spanish steamer, for Manila.
February 10, AGAMEMNON, British steamer, for Amoy.
February 10, ISABEL, British bk., for Yokohama.
February 10, DJEMNAH, French str., for Europe.
February 10, SIGNAL, German str., for Hoihow.
February 10, ANTON, German str., for Hoihow.
February 10, FUSHUN, Amr. str., for Shanghai.
February 10, KASHGAR, British str., for Bombay.
February 10, E. NICHOLSON, British bark, for Manila.
February 10, CITY OF NEW YORK, Amr. str., for San Francisco.

PASSENGERS.

ARRIVED.

Per *Rory*, str., from Singapore.—316 Chinese.
Per *Kong Beng*, str., from Bangkok.—40 Chinese.

DEPARTED.

Per *City of New York*, str., for Yokohama.—Mr. S. F. Farrar. For San Francisco.—Rev. and Mrs. A. P. Happer, Mr. T. J. Tait, 3 Europeans and 455 Chinese.

Per *Djemnah*, str., from Hongkong.—For Saigon.—Soeur Christine, Mr. J. M. Herg, and 3 Chinese. For Marseilles.—Colonel Barton, Capt. J. C. Jacques, M. de Segonzac, Mdlle. Champeaux. From Yokohama.—For Marseilles.—Messrs. G. L. Hawes (H.B.M.'s Consul), MacKenley, R. Reddock, Hutchison, James Gray and James Hardee.

REPORTS.

H.M.S. *Wanderer* reports from Takow 8th inst., and experienced strong N.E. monsoon.

The British steamer *Kong Beng* reports left Bangkok on the 4th inst., and had strong N.E. wind and heavy sea.

The British steamer *Rory* reports left Singapore on the 3rd inst., and had fine weather until 8th; from thence to port strong monsoon and high cross sea, thick misty weather with frequent rain squalls.

SHANGHAI SHIPPING.

ARRIVALS.

January—
27, Kiang-piau, Amr. str., from Ningpo.
27, Ingo, German str., from Nagasaki.
27, Espoir, H.M. g-bt., from Chemulpo.
27, Zephyr, H.M. g-bt., from Ningpo.
27, Taiwo, British str., from Kiukiang.
28, Chungking, British str., from Ningpo.
28, Crusader, British str., from Swatow.
28, Claro Babuyan, British bark, from N'saki.
28, Meefoo, American str., from Hongkong.
28, Diomed, British str., for Hongkong.
28, Kiang-piau, Amr. str., from Ningpo.
29, Fushun, American str., from Hongkong.
29, Argos, British brig, from Nagasaki.
29, Rebecca, German sch., from Nagasaki.
29, Kumasako Maru, Jap. bk., from K'notzu.
29, Nanzing, British str., from Nagasaki.
30, Ichang, British str., from Ningpo.
30, Wenchow, British str., from Swatow.
30, Kowshing, British str., from Hongkong.
30, Kiang-kwan, American str., from Hankow.
31, Ingeborg, British str., from Nagasaki.
31, Kiang-piau, American str., from Ningpo.
31, W. C. de Vries, British str., from Hankow.
31, Welle, German str., from Nagasaki.
31, Antenor, British str., from London.

February—
1, Newchwang, British str., from Swatow.
1, Ichang, British str., from Ningpo.
1, Glenearn, British str., from London.
2, Pekin, British str., from Kiukiang.
2, Chin-tung, American str., from Hongkong.
2, Ingo, German str., from Nagasaki.
2, Nierstein, German str., from Nagasaki.
2, Hiroshima Maru, Jap. str., from Japan.
2, Yehsin, American str., from Amoy.
2, Amoy, British str., from Hongkong.
2, Kowshing, British str., from Hongkong.

DEPARTURES.

January—
27, Tientsin, British str., for Amoy.
27, Ningpo, British str., for Hongkong.
27, Feilung, British str., for Chefoo.
27, Kiang-piau, American str., for Ningpo.
28, Yung-ching, American str., for H'kong.
28, Pekin, British str., for Hankow.
28, Haa-shin, Amr. str., for Foochow.
28, Ichang, British str., for Ningpo.
28, Ingo, German str., for Nagasaki.
29, Tasmania, British str., for Hongkong.
29, Nagoya Maru, Jap. str., for Nagasaki.
29, Snal, British str., for Hankow.
29, Yungning, American str., for Wenchow.
29, Kiang-piau, American str., for Ningpo.
29, Crusader, British str., for Nagasaki.
30, Moray, British str., for New York.
30, Meefoo, American str., for Chefoo.
30, Kiang-pai, Amr. str., for Amoy.
30, Taiwo, British str., for Hankow.
30, Ichang, British str., for Ningpo.
31, Ajax, British str., for London.
31, Tamsui, British str., for Wuhu.
31, Kiang-piau, Amr. str., for Ningpo.

February—
1, Kwongsang, British str., for Hongkong.
1, Fushun, Amr. str., for Hongkong.
1, Kiang-foo, American str., for Hankow.
2, John Potts, British bark, for Chefoo.
2, Daring, British sloop, for Chinkiang.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice.)

Figaro	Hongkong	Dec. 17
Glengarry (s.)	Shanghai	Dec. 18
Santo Domingo (s.)	Manila	Dec. 18
Ulysses (s.)	Shanghai	Dec. 24

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date.)

Elizabeth	Liverpool via Cardiff	July 23
Deutschland	Cardiff	Sept. 27
North American	Penarth	Oct. 11
Tsernogora	New York	Oct. 14
Thiorva	Newport	Oct. 24
Birnham Wood	Penarth	Nov. 1
New City	New York	Nov. 11
Hindostan	Cuxhaven	Nov. 13
H.M.S. A'memnon	Plymouth	Nov. 19
J. V. Troop	New York	Nov. 25
Wilna	Cardiff	Dec. 8
Yorkshire (s.)	Hamburg	Dec. 11
Devonshire (s.)	London	Dec. 13
Rufus E. Wood	Cardiff	Dec. 16
Merionethshire (s.)	H'burg via London	Dec. 20
Telemachus (s.)	London	Dec. 23
Bantam (s.)	Glasgow	Dec. 23
Glenorchy (s.)	London	Dec. 24

INTIMATIONS.

AYALA & Co.,
REIMS.
AYALA & Co.,
REIMS.

FOR SALE.

THE
CHAMPAGNE
OF THE ABOVE FIRM.

PRICE:—
$19.00 .... Per Dozen Quarts.
$21.00 .... Per Dozen Pints.

LANE, CRAWFORD & Co.,
Sole Agents.
Hongkong, 16th January, 1885. [26

KELLY & WALSH
HAVE JUST RECEIVED.
Whittaker's Almanack, 1885.
Beckett, by Lord Tennyson.
Belgravia Christmas Annual.
Gentleman's Christmas Annual.
Judy's Christmas Annual.
Tinsley's Christmas Annual.
Valdez's Portuguese Dictionary.
The Anatomy of Tobacco.
Tobacco Talk.
Lecky's Wrinkles in Navigation—New Ed.
Bergen's Navigation. Bergen's Marine Engineer's Guide. Bergen's Seamanship.
New Dance Music.
The Latest and Most Popular Songs.
New Cheap Collections of Vocal and Instrumental Music.
Wills' Bristol Bird's Eye Tobacco.
Wills' Three Castle's Tobacco.
Cope's Golden Cloud.
Sweet Caporal Cigarettes.
Old Judge Cigarettes.
Little Beauty Cigarettes—Flat & compressed.
Purity Long Cut Tobacco.
Richmond Gem Tobacco.
Old Judge Tobacco.
Mild Old Judge Tobacco.
Fresh Supplies of "Happy Thought" Dollar Brand, Smoking Mixture & Golden Eagle Tobaccos.
KELLY & WALSH, HONGKONG. [24

W. BREWER has just received
A Metal Frame Trichord PIANO by Wagner, very cheap and guaranteed to Stand the Climate.

ANNUALS.
Christmas Graphic.
Christmas Illustrated.
Engineer's Annual.
Little Folks.
Chatterbox.
Harper's Monthly, Linsley's, Grant's, Belgravia, Miss Braddon's, Beeton's Yule Side, World, Truth, Santa Claus, London Society, &c., &c.
New Plush Hand Bags.
New Dormer Cards.
New Ladies' Companions,
Gent's Calf Oxford Shoes.
" Kid Elastic Shoes.
" Oxford Patient Shoes.
Ladies' Boots and Shoes.
Children's Boots and Shoes.
New Songs.
New Dance Music.
Violin Music.
Violin Strings.
W. BREWER, Queen's Road
NEXT DOOR TO HONGKONG HOTEL. [25

BOWRINGTON FOUNDRY,
EAST POINT.

A. G. GORDON & Co.,
ENGINEERS and SHIP BUILDERS,

ARE Prepared to Undertake every description of ENGINEERING WORK both afloat and ashore, on most reasonable terms. PUNCTUALITY and FIRST CLASS WORKMANSHIP Guaranteed.

ESTIMATES furnished for the construction of STEAM LAUNCHES, REPAIRS to the ENGINES and BOILERS of STEAM SHIPS, CASTINGS, &c., &c., &c.
Hongkong, 1st January, 1885. [72

CUTLER, PALMER & Co.,
Wine Shippers
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the items consigned to their care by this well-known house:—

CLARETS, Larose, Mouton, St. Julien, &c.
STILL HOCK.
CHAMPAGNE, Royal Wine, as supplied to Her Majesty.
SHERRY, Selected White Seal and Amoroso.
These Sherries are also shipped in Jars.
INVALIDS' PORT WINE.
SCOTCH WHISKY, free from fusel oil.
COGNAC, Four Stars, Three Stars, Two Stars
Prices on application to either of the above Firms. [2112

NOTICES OF FIRMS.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

THE Directors have appointed MR. R. C. HURLEY SECRETARY and MANAGER of the Company from the 1st instant. All Communications should therefore be addressed to him after this date. The Directors believe that, under the New Management, the grounds of complaint heretofore existing will be removed, and that full satisfaction will be given to Supporters.
Hongkong, 9th February, 1885. [334

NOTICE.

THE INTEREST and RESPONSIBILITY of MR. FREDERIC DELANO HITCH in our Firm in Hongkong, China, and elsewhere Ceased on the 30th June last.
RUSSELL & Co.
Hongkong, 3rd January, 1885. [90

NOTICE.

MR. B. B. DALTON SAYLE, was admitted a PARTNER in my Business from the 1st instant, and the name or Style of the FIRM in future will be W. R. LOXLEY & Co.
W. R. LOXLEY.
Hongkong, 14th January, 1885. [170

FROM This Date we have admitted MR. THOMAS KERR as PARTNER in our Firm.
A. G. GORDON & Co.,
Bowrington Foundry.
Hongkong, 1st January, 1885. [79

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

INCORPORATED IN LONDON on 18th July, 1884.
UNDER THE COMPANIES ACT 1862 to 1863.

CAPITAL £2,000,000 IN 200,000 SHARES OF £10 EACH.

LONDON BANKERS:
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on terms which may be learnt on application
H. A. HERBERT.
Manager.
Hongkong, 15th September, 1884. [8

NOTICE.

ORIENTAL BANK CORPORATION IN LIQUIDATION.

ALL HOLDERS of NOTES of the ORIENTAL BANK CORPORATION (HONGKONG BRANCH) are hereby requested to present them to the LIQUIDATORS of the Bank, when they will be given in Exchange a Certificate of the Value of the Notes deposited.

HOLDERS of NOTES will be required to furnish to the Liquidators of the Bank, a schedule, in duplicate, giving the date of Issue, Number, and amount of each Note produced.

Forms of Schedule may be had on application at the OFFICE of the ORIENTAL BANK CORPORATION, Queen's Road, Hongkong.
For the
OFFICIAL LIQUIDATOR
OF THE
ORIENTAL BANK CORPORATION
By his Attorneys
J. MELVILLE MATSON,
H. HOWARD TAYLOR.
Hongkong, 4th August, 1884. [48

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,400,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS	400,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—A. P. MCEWEN, Esq.
Deputy Chairman—Hon. F. D. SASSOON
H. L. Dalrymple, Esq. | A. McIver, Esq.
H. Hoppius, Esq. | M. E. Sassoon, Esq.
M. Grote, Esq. | W. H. Forbes, Esq.
Hon. W. Keswick | E. D. Bottomley, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, 25th August, 1884. [6

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct Security for the repayment of sums deposited in the above Bank.

3.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $1,500 in any one year.

4.—Deposits may be made on behalf of relations, of Trusts, &c., in addition to the Depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Ports by means of clean Hongkong Postage Stamps of any values.

8.—Interest at the rate of 3½ per cent per annum will be [illegible] their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Covers containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS BANK BUSINESS, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from Stamp Duty.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

WITH Reference to the above, business will be commenced on the 1st May, 1884.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 26th April, 1884. [7

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at the Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
IN THE BEST STYLE
and at
SUCH PRICE
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.
"DAILY PRESS" OFFICE.
HONGKONG.

INSURANCES.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
Hongkong, 27th March, 1876. [10

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.
ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1883. [2077

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY.
Purely mutual; all profits belong to Policy-holders and apportionments are made annually.
STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1883.

Accumulated Funds	£11,379,944.
Surplus over all liabilities and Reserve Fund according to valuation made by the Government	£ 2,139,338.
Income for year 1883	£ 2,717,599.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.
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NOTICE.

QUEEN FIRE INSURANCE COMPANY.
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.
NORTON & Co., Agents.
Hongkong, 20th May, 1881. [1

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January 1882. [16

THE SCOTTISH UNION & NATIONAL INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
STOLTERFOHT & HIRST.
Hongkong, 14th November, 1884. [168

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [11

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [947

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000.000,

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.
Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1923

PHŒNIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ½ %	Net per Annum.
On First-class Godowns, & Merchandise stored therein	at ½ %	Net per Annum.
On Coals	at 1 %	Net per Annum.
On Petroleum in licensed Godowns	at 1½ %	Net per Annum.
On First-class Chinese Tenements	at 2 %	Net per Annum.
On Second-class Chinese Tenements	at 2½ %	Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.
156 & 158, BROADWAY.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.
PUSTAU & Co.,
General Agents.
Hongkong, 1st August 1884. [64

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.
LINSTEAD & DAVIS,
Agents,
Sun Fire Office.
Hongkong, 12th May, 1881. [13

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [195

INTIMATIONS.

HONGKONG AND CHINA BAKERY COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in the Company, will be held on TUESDAY, the 17th February, 1885, at 4.30 P.M., at the Office of the Company, 33, Queen's Road Central, for the purpose of receiving the Report of the General Managers, and of declaring a Dividend.
LANE, CRAWFORD & Co.,
General Managers.
Hongkong, 2nd February, 1885. [286

HONGKONG ICE COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, No. 7, Queen's Road Central, at TWELVE O'CLOCK, NOON, on FRIDAY, the 20th February, 1885, to receive a Statement of the Accounts of the Company to 31st December, 1884, and the Report of the General Managers, also to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 20th instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd February, 1885. [297

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, at THREE O'CLOCK in the AFTERNOON of TUESDAY, the 24th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1884.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 24th instant, both days inclusive.
By Order,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 5th February, 1885. [306

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the OFFICES OF THE COMPANY, No. 14, Praya Central, on TUESDAY, the 24th February, at 3.30 P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to December 31st, 1884.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY the 10th to TUESDAY the 24th February, both days inclusive.
By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 30th January, 1885. [277

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of February Current, at 11.30 O'CLOCK A.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1884.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 6th February, 1885. [315

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of this CORPORATION will be CLOSED from the 14th to the 28th February Current, (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 6th February, 1885. [316

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, No. 7, Queen's Road, at TWELVE O'CLOCK, NOON, of SATURDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1884, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
Hongkong, 6th February, 1885. [314

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6 per cent., or $4.50 PER SHARE, declared at the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS held THIS DAY, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after TO-MORROW (THURSDAY), the 5th instant.

Shareholders are requested to apply at the Office of the Company for WARRANTS.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 4th February, 1884. [307

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE is hereby given that SHARE CERTIFICATE No. 1,123 for THREE SHARES Nos. 47,086/47,088 standing in the name of ONG KEE has been LOST, and should the same not be produced before the 26th February next, a NEW CERTIFICATE will be issued in place of it, and the Original Certificate will not be recognised by the Company.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th January, 1885. [241

T. ALGAR AND COMPANY.
HOUSE AND ESTATE AGENTS,
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED.
6, QUEEN'S ROAD EAST. [22

KEATING'S COUGH LOZENGES.
COUGHS, ASTHMA, BRONCHITIS, DIFFICULTY of BREATHING are speedily cured by KEATING'S COUGH LOZENGES (recognised and recommended by the Medical Faculty). No other remedy is half so effective. One Lozenge alone gives relief. They contain no Opium, Morphia, nor any violent drug, and may be taken by the most delicate. One or two at bedtime ensures rest when troubled by the throat. Sold by all Chemists, in Bottles. [2287

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship
"WINGSANG,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th February, 1885. [325

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge will be at once landed and stored at Consignees' risk and expense.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 13th instant.
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 7th February, 1885. [331

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "AGAMEMNON," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 14th inst., for shipment per steamer "TELEMACHUS."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th February, 1885. [323

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AGAMEMNON,"
are hereby notified that the Cargo is being discharged into Craft, or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 8th February, 1885.

Goods undelivered after the 14th instant, 1885, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th February, 1885. [323

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship
"GLENFINLAS,"
having arrived from the above Ports, Consignees of Cargo by her and by the S. S. "Egyptian Monarch," from New York, are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY, the 4th instant.

Cargo remaining undelivered after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 4th February, 1885. [305

INTIMATIONS.

THE GAIETY COMPANY.
Sole Proprietor—GEORGE NORVILLE.

FROM
THE THEATRE ROYAL, CALCUTTA,
and
THE GAIETY THEATRE, BOMBAY.

PATRONS:
T.R.H. The Duke and Duchess of CONNAUGHT,
His Excellency The Marquis of RIPON,
His Excellency Sir JAMES FERGUSSON,
&c., &c., &c.

WILL, if possible, give two performances *en route* for Shanghai.
The first performance will be
GILBERT'S CLASSICAL COMEDY ENTITLED
"PYGMALION & GALATEA."
At the second performance will be presented
"A HUSBAND IN CLOVER,"
and
THE ORIENTAL BURLESQUE
"BROWN AND THE BRAHMINS."

Full Particulars will be duly announced on the arrival of the Company.

Plan of the Theatre may be seen and Seats secured at Messrs. KELLY & WALSH'S.
Hongkong, 12th December, 1884. [51

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15 "	11.00 "	12.00 NOON.
10.45 "	12.30 "	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 P.M.	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.20 "	3.00 "	3.20 "	4.00 "
3.20 "	3.50 "	4.20 "	4.35 "
4.10 "	4.30 "	4.50 "	5.10 "
4.50 "	5.10 "	5.30 "	5.50 "
5.25 "	5.40 "	6.10 "	6.30 "
6.05 "	6.30 "	7.00 "	
6.50 "	7.05 "		

The above Time Table will be strictly adhered to except under unavoidable circumstances. In case of stress of wheather due notice will be given of any stoppages. [30

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [20

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April 1883. [1118

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [194

HAIPHONG.
CALIXTE IMBERT,
COMMISSION AGENT AND CARGO CONSIGNEE FOR IMPORT AND EXPORT,
HAIPHONG,
Will undertake Commissions for Firms in the Far East and receive Sample Consignments of Goods.
Communications in English and French. [1123

INTIMATIONS.

TO LET.
With Possession From 1st March next.

AN OFFICE suitable for BROKERS.
Apply to
STOLTERFOHT & HIRST,
15, Praya Central.
Hongkong, 11th February, 1885. [344

FOR SWATOW AND AMOY.

THE Steamship
"RORY,"
Captain Marsden, will be despatched for the above Ports on FRIDAY, the 13th instant, at DAYLIGHT.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 11th February, 1885. [245

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, DIRECT.

THE Company's Steamship
"DIAMANTE,"
Captain Stack, will be despatched for the above Port on FRIDAY, the 13th instant, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 11th February, 1885. [346

FOR LONDON VIA SUEZ CANAL.

THE Steamship
"GLENLYON,"
Captain Mackinlay, will be despatched as above on or about the 17th instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, 10th February, 1885. [343

FOR NEW YORK.

THE 3/3 L I.I. American Bark
"CRESCENT,"
Ruland, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 11th February, 1885. [347

HONGKONG FLOWER SHOW.

THE 13TH ANNUAL EXHIBITION will be held in the BOTANIC GARDEN,
TO-MORROW AND FRIDAY,
the 12th and 13th February, 1885,

All Exhibits must be entered not later than the 10th instant, and PLANTS IN POTS should be sent on the 11th instant.

ADMISSION:—First Day, $1; Second Day, 20 cents.

Tickets for the First Day may be obtained from Messrs. LANE, CRAWFORD & Co.

Schedules of Prizes can be obtained from
CHARLES FORD,
Hon. Secretary.
Hongkong, 2nd February, 1885. [288

"BANIAN" BRANCHES FOR PLANTING.

A certain number of these will shortly be available for any one who may require them for PLANTING. APPLICATIONS should be made at once to the SUPERINTENDENT, BOTANICAL and AFFORESTATION DEPARTMENT.
Botanic Gardens,
8th February, 1885. [318

SARAWAK.

GOVERNMENT NOTIFICATION.

THE Undermentioned Farms, commencing from 1st July, 1885, will be sold by Public Auction at the Court House, Kuching, Sarawak, on the 1st April, 1885.

The Opium Farm for the Territory of Sarawak from Tanjong Datu to Baram river, inclusive.

The Gambling and Arrack Farms for the district of Sarawak Proper, viz: from Tanjong Datu to Sadong river inclusive.

For further particulars apply to the Hon'ble the Resident, Sarawak, or to Messrs A.L. JOHNSTON & Co., Singapore. [254

AFONG, PHOTOGRAPHER,
STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.

Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH'S Store.

IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [47

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.
"Daily Press" Office,
5th January, 1885

NEW YEAR PRESENTS.
Great Assortment of useful Presents,
CHOICE PORCELAIN WARE, DINNER AND DESSERT SERVICES,
HAND PAINTED TEA and BREAKFAST SETS,
CURIOS, FURNITURE, &c., &c.
CASSUMBHOY,
23] Opposite City Hall.

CHRISTMAS CAKES,
GAME PIES,
AND ALL LUXURIES
Can be obtained on application to the HONGKONG HOTEL.
H. ST. CLAIR GREELEY.
Hongkong, 22nd December, 1884. [54

SAM HING STULTZ, JUNR
TAILOR, DRAPER, and GENERAL OUTFITTER,
Best Materials and a Perfect Fit Guaranteed
AT MODERATE PRICES.

Dealer in CHINESE SILK of all kinds, PITH HATS, MATTING and BAMBOO BLINDS.
Has always on hand a very fine Selection of various Kinds of
SILK GOODS AND EMBROIDERIES.
Wholesale Manufacturer of SILK COATS and other Garments for Exportation.
MANUFACTURER OF
Best Split and Every Kind of
RATTANS,
ALSO RATTAN CHAIRS, COUCHES, &c.
62, QUEEN'S ROAD CENTRAL,
Fourth door West from Pottinger Street. [1070

AN ENGLISHMAN, of long experience in China, having some leisure time, would be glad to Undertake ACCOUNTANT or other WORK. Thoroughly satisfactory references to present Employers and Others.
Address F. G.,
Care of Office of this Paper
Hongkong, 14th January, 1885. [113

NOTICE OF REMOVAL.

THE Undersigned have REMOVED from their Old Premises to No. 52, LYNDHURST TERRACE.
MEERZA EBRAHIM & Co.
Hongkong, 9th February, 1885. [335

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, FEBRUARY 11TH, 1885.

CRIME at the present moment is undoubtedly very rife in the Colony. Nor is there much cause for surprise that this is the case. The hostilities between France and China, which have had such a prejudicial effect on trade, have also served to throw a large number of Chinese coolies out of employment, while the measures taken by the Authorities at Canton, Amoy, Foochow and elsewhere to sift out the disorderly members of the population have been the means of causing a large influx of the criminal classes into Hongkong, ever, unfortunately, a haven for the lawless of the mainland. The ranks of local rascaldom have thus been strongly reinforced, and thieves and mendicants now swarm in the Colony. The near approach of China New Year has likewise, as usual, given zest to the pursuit of plunder, supplied an incentive to the halting, and inspired even the timid depredator with unwonted daring. Latterly the burglarious gang have waxed much bolder, evidently determined to secure funds wherewith to be festive during the New Year jollifications. The recent attempts to break into foreign houses will, however, we trust, put the Police more on the *qui vive*, and induce householders to take extra precautions, to efficiently lock, bolt, and bar their domiciles. The robbery and murder in Lyndhurst Terrace on the 6th instant shows to what lengths the burglars will go, and should act as a warning to all residents. We do not believe that the poor old man REHEMALLY was deliberately murdered, but he was so brutally gagged and rendered helpless that it is clear the thieves cared little whether as the result of their violence he was suffocated or not. They intended to incapacitate him from giving an alarm, and they recked nothing of the sufferings of their victim. Though they probably did not intend to kill the inoffending man, they went about their work in a ruthless manner that betokened utter callousness and is a proof that the perpetrators of the crime are hardened ruffians. We are pleased to note that the Government have offered a reward of two hundred dollars for information that will lead to their apprehension and conviction, and we sincerely hope that the offer will soon lead to some result. Seeing that on two previous occasions, very recently—in the Tsat Tsz Mui tragedy and the Tank Lane murder—the criminals have succeeded in eluding justice, it behoves the Police and the Authorities to make the most strenuous efforts to track out the murderers of ALLI MAHOMED REHEMALLY, and secure their arrest. It must be admitted there are unusual facilities here for the escape of criminals. A robbery is committed, and an hour subsequently the thieves with their booty may be safe on the opposite mainland. Unless the Police get on the right trail almost immediately there is every chance of the criminals escaping. To cope successfully with the cunning knaves who plan these robberies, the detective force should be all eyes and ears, and be acquainted with the haunts and movements of every member of the dangerous class. We understand the Sikhs complain that their present beats are too long to enable them to efficiently perform their watch. If this is the case something should be done either to increase the number of constables available for night duty or to readjust the beats, shortening them in certain localities. It would seem, in this, as in other matters, that prevention is better than cure; that it is much easier to prevent a crime than to detect the criminals afterwards. At the same time, extraordinary efforts should be made in this case, for the immunity which has latterly followed capital offences is reported by the Chinese to have given confidence to the criminals, and it is calculated to encourage them to further raids upon the property of residents. The importance, therefore, of securing a conviction, and making such a salutary example as shall efface remembrance of the Tsat Tsz Mui failure, will be generally recognised. The Police are now on their mettle, and they have to justify the high opinion of their sagacity, energy, and promptness so long held. Unless they succeed in bringing the authors of the Lyndhurst Terrace tragedy to justice we fear that public confidence in their acuteness will be somewhat shaken.

THE Steam Laundry Company, we hear, has now better prospects before it than it had a short time ago. A new manager has been appointed, an energetic man who is believed to have an aptitude for the kind of work required, and although he has held the appointment only a week or two, there has already been a diminution in the number of complaints which were formerly received. As soon as the organisation of the establishment is completed and working with absolute satisfaction it is intended, we understand, to seek more business. In the meantime the immediate object of the Company is simply to place matters on such a footing as to completely satisfy all the requirements of its present clients. The business can then be extended gradually as opportunity may offer. The Laundry is an essentially commercial undertaking, and unless it can be made to pay it will have to be discontinued; but looked at from a sanitary point of view it is also a matter of vital public interest, the success or non-success of which must have an important bearing on the health and comfort of the European community.

H.M. composite-sloop *Wanderer*, Commander Churchill, arrived here yesterday from Takao, Formosa, which port she left on the 8th inst.

The German barque *Friederich* will come round to-day from Aberdeen, and the Spanish steamer *Emuy* will go over to the Kowloon docks.

The Hongkong Choral Society hope to be able to give a public performance of the cantata "The Rose Maiden" on Tuesday evening, the 10th March. Further particulars will be duly announced.

The M. M. steamer *Saghalien*, with the next outward French mail, which left Saigon for this port on Monday morning at eight o'clock, put back to Cape St. James and again left for Hongkong at one o'clock yesterday morning.

The *Straits Times* says:—French transports with 15,000 troops, along with several men-of-war, will arrive here very soon on the way to Tonquin and Formosa. About 14 vessels in all are expected.

The *Times of India* thus sums up the situation at Bhamo:—"The danger for the moment is that the Kachyens will rise, and that one important quarter of Upper Burmah will soon be in such a state of turbulence and disorder as to give the Chinese a colourable excuse for interference."

We understand that quite a number of Chinese steam-launches in this colony have lately been purchased by the Kwangtung Authorities, their destination in all cases having been the West River, where they are doubtless employed in conveying men and supplies to reinforce the Chinese forces now engaged against the French in Tonquin.

Among the passengers by the M.M. steamer *Djemnah*, which left here for Europe yesterday, was Lieut.-Colonel Barton, Assistant Military Secretary, who has for some time been suffering from ill health and was ordered home by a Medical Board. We trust the gallant officer's health may speedily benefit by the change of air.

A rumour was current among the Chinese in this Colony yesterday that the Chinese Squadron which recently left Shanghai for the south, and have been reported somewhere off Matsou, were coming down to make an attack on Saigon. It is far more likely they are dodging about near the Formosan coast in the hope of taking a solitary French man-of-war at a disadvantage. No doubt Admiral Courbet would give a trifle to get within range of those ships.

Return of visitors to the City Hall Museum for the week ending February 8th, 1885:—

	EUROPEAN.	CHINESE.
Monday	47	328
Tuesday	74	43[illegible]
Wednesday	45	270
Thursday	52	341
Friday	41	234
Saturday	25	83
Sunday	none	none
	284	1,734

A Parsee play, by a Parsee author, is being performed in Bombay at a Parsee theatre by Parsee actors. The title of the piece is "Black Sheep, or Pests of Society," and the author is Mr. Nanabhoy Rustomjee Ranina. The *Bombay Gazette* vouches for it that "the 'hits' and bye-play throughout are exceedingly clever and produce roars of laughter. The piece is admirably performed by the members of the 'Alfred Dramatic Company,' and though the performance lasts over four hours, yet, at the fall of the curtain, the interest of the audience is as lively as at the beginning."

The following appears in the *Straits Times* of the 30th January:—Mr. W. Grigor Taylor, the General Manager of the Eastern Extension, Australasia, and China Telegraph Company, has kindly sent us the following communication:—"We have telegraphic information that all the cables west of Egypt are fully occupied with telegrams from Upper Egypt—indicating that Khartoum has been reached by the relieving force. All telegrams between Europe and the East are being diverted *via* Teheran, and this extra pressure on that route may cause a temporary delay to traffic." Mr. Taylor's conclusion that Khartoum had been reached by the relieving force was unfortunately premature. It is not difficult to imagine the intense excitement the telegrams he referred to would cause in England.

Since the time of the Dutch occupation, some 250 years ago, the whole west coast of Formosa has undergone great change. The harbours are silting up, and the coast is gradually, though slowly, undergoing a movement of upheaval. The earthquakes which have occurred,—the worst of these being that of 1782, which lasted twelve hours, accompanied by terrible torrents of rain and tidal waves,—have largely helped in effecting these changes. During the Dutch occupation Anping was, as may be seen from the maps of that period, an island, while to-day it not only forms part of the mainland, but has a sand bank stretching into the sea for several miles, on which the Chinese fishermen have built a village and temple. The western and northern harbours are therefore likely to present more and more difficulties, as time goes on; and to keep the ports open, even for light draught trading steamers, will be an expensive process.—"Sketch of Formosa" in *China Review*.

The Rev. A. P. Happer, D.D., has forwarded to the Hongkong signatories to the address presented to him at Canton the following reply:—

Hongkong, 10th February, 1885.

W. H. Forbes, Esq.
Hon. W. Keswick.
J. J. Francis, Esq.
Geo. Murray Bain, Esq.
R. C. Wilcox, Esq.
Hon. Frederick Stewart.
Hon. A. Lister.

GENTLEMEN,—It is with the greatest pleasure I have received from Mr. W. H. Forbes, just as I am leaving to go on board the steamer, the original copy of the address from the Canton Community with your signatures attached to it.

Let me assure you, gentlemen, that I appreciate very highly the honour which you have thus done me in joining with my friends in Canton in this very complimentary address. Let me assure you also that your very kind wishes are very warmly reciprocated.

With sentiments of high esteem and regard, gentlemen, I remain, yours very truly,

A. P. HAPPER.

Dr. and Mrs. Happer left here yesterday in the Pacific Mail S. S. Co.'s steamer *City of New York* for San Francisco.

The steamer *Natal*, Captain England, the pioneer steamer of the direct line from Singapore to Australia, is now undergoing thorough repair in Tanjong Pagar Dock, Singapore. Worn plates are being replaced with new ones, and the ship and machinery is being thoroughly overhauled. The *Natal* is only a vessel of 730 tons register, but has accommodation for 150 first cabin and 40 to 50 second cabin passengers. Her 'tween decks are fitted with cattle pens, and strong stalls are fitted on the main deck for 50 horses. The *Natal* brought up on her last trip 37 horses, about 100 bullocks, and 200 sheep from Australia. On her downward trip to Fremantle and Adelaide, she usually touches at Cossack and takes on board a number of rather wild cattle for the southern ports. She is already a favourite vessel among Australian passengers and stock raisers, and her passenger accommodation is generally fully taken up along the coast. Captain England being very popular with all classes. The owners, and the Singapore Agents, Messrs. McAlister & Co., are to be congratulated upon the success that has accompanied this the first of their vessels on the line, and there is every prospect that a second steamer will be required before long, as the growing trade becomes more fully developed.—*Straits Times*.

The steam yacht *Amy*, 626 tons, captain and owner Mr. E. W. Morgan, of New York, and flying the pennant of the New York yacht squadron, arrived at Singapore on the 30th January. The *Amy* is a Clyde built vessel, and was recently purchased by Mr. Morgan from Mr. N. B. Stewart, of Glasgow, under whose ownership she belonged to the Royal Yacht Squadron. Mr. Morgan took on board Mrs. Morgan and a party of friends, consisting of two ladies, and one gentleman, and started from Southampton on the 22nd November last, calling at Gibraltar, Palermo, Alexandria, Port Said, Suez, Aden, Bombay, Colombo, and Penang, on her way out. She is a handsome vessel, of 636 tons measurement, and her exterior and interior fittings are very elegant. Her officers are—captain and owner, Mr. Morgan; master, Mr. Craven; chief officer, Mr. W. F. Bully; 2nd officer, Mr. H. Cante; chief engineer, Mr. Paterson. Her crew with the captain consists of 34 all told. The *Amy* will probably leave to-morrow (1st February), and will visit Batavia, Sourabaya, and other Java ports, Bangkok, Hongkong, and possibly Shanghai, Japan, and the Sandwich Islands, and thence proceed to the Pacific coast of America. She has proved herself an excellent sea-boat, and the passengers speak in high terms of her sea-going qualities and the comforts of the trip. She is a fast and economical steamer, and though only 186 feet long and 27 feet beam, draws 14 feet of water, and is very steady, whether under steam or canvas, of which latter she has a large spread.—*Straits Times*.

A fatal accident occurred to a European in this colony on Monday night, a man named B. S. Barnett losing his life by falling down a well in Wanchai. The deceased had been living for some time in a house in Kee Hing Lane, Queen's-road East, with a man named George Peterson, who had recently been employed as an overseer of works at the Victoria Hotel. During the evening the deceased and Peterson had been out together, and they had had some drink at the Canteen in the Murray Barracks. Barnett was a good deal the worse for liquor, and he and his friend took a jinricksha and rode to the lane in which they lived. While Peterson was paying off the jinricksha coolie the deceased walked ahead along the lane, and when Peterson turned in the same direction he saw his companion staggering along. When only a short distance behind the deceased Barnett saw him fall and pitch head foremost down an open well that was situated in the lane. He darted forward and tried to seize him as he was falling, but only just succeeded in touching one of his boots. Peterson called for help, and was heard by a constable of the Naval Yard Police, who soon joined him. He wanted to go down the well to get his friend up, but the constable would not allow him, as he found the well was over 20 feet deep, and the air below was so foul that it extinguished the light of a lantern that was let down. The deceased was seen lying down doubled up at the bottom, only partly covered with water, which only reaches about a foot and half up the well, and it is probable he was killed outright by the fall. If not he would have been speedily suffocated by the foul air below. Assistance was sent for to the Naval Yard at once, and some grappling irons were procured with which, after more than an hour had elapsed, they were successful in getting the body up. The well is only about two feet wide, and it seems that it almost stands open and unprotected—a source of great danger to the unwary. There is a wooden cover belonging to it, but it has been broken off its hinges, and the coolies who use the well, Chinese-like, never think of putting the cover over it after them, and it has now become in so bad a condition that it is doubtful if it would bear the weight of a man passing over it. The body was removed to the Mortuary at West Point, where an inquest was opened yesterday afternoon by the Coroner, Mr. H. E. Wodehouse, and a jury composed of Messrs. A. Ross, O. A. de Cruz, and C. S. Goodwin.—After taking evidence to the above effect the inquiry was adjourned to Friday afternoon.

LATEST TELEGRAMS.

LONDON, 9th February.

GENERAL GORDON.

No further news has been received about General Gordon.

ITALIAN ANNEXATION IN THE RED SEA.

Massowah has been occupied by the Italian expedition without resistance.

The Egyptian Government has protested.

SUPREME COURT.

10th February.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

CHUN YIK CHUNG AND OTHERS v. M. J. D. STEPHENS.

Mr. Francis, instructed by Mr. Caldwell, appeared for the plaintiffs; the Attorney-General (Hon. E. L. O'Malley) and Mr. Baily, instructed by Messrs. Wotton and Deacon, for the defence.

Mr. Francis said the plaintiffs were Chun Yik Chung and four others, who were the owners, as tenants in common, of Marine Lot 185, and Inland Lot 38, two lots adjoining each other in the western part of the colony. Mr. Stephens was the owner of Marine Lot 184, and Inland Lot 33, adjoining Marine Lot 185. The plaintiffs had been in possession of this land since 1881, having purchased them of a Chinaman in May, and the assignment of the lot was taken by Chun Yik Chung only, and he was the only person registered as owner of the lot. On the south side—the one farthest away from the water—there was at that time an unoccupied piece of land which might have been actually taken possession of by the owners of Lot 185, but of which they certainly had no lease in June, 1877, when the then owners of Marine Lot 185 applied to the Government for a lease of this small piece of ground at the back, and they obtained it, the ground being numbered Inland Lot 38. Mr. Francis handed in a plan showing the position of the lots, and explained the meaning of the different lines and marks. The lease of the Marine Lot was granted in 1861. These two lots were the property of the plaintiffs, and until a very short time ago the next lot, Marine Lot 184, was considerably smaller than it was at present. There was a smaller piece of waste ground of triangular shape at the southern end of it, and Lot 184 was used at one tim[illegible] builder's slip, an engine house, and [illegible]ings. When Mr. Stephens [illegible] the lot he had it in its original di[illegible]ut a short time ago, being desirou[illegible]ning possession of the triangular piece o[illegible]und, he surrendered to the Crown his old lease, and obtained a new lease for a new Marine Lot 184 which included the extra piece. The Government took advantage of this application to widen the road on the left side. It was 25 feet wide before, and the Government were desirous of widening it to 30 feet, and when the old lease was surrendered they took from Mr. Stephens's ground a strip sufficiently wide to make the road the required width. They then calculated, without actually measuring what ought to be the width of the piece of ground remaining to Mr. Stephens, and without troubling their heads as to whether he had any actual claim or right to it or not, and they said—"We will give you a lease of a piece of ground 100 feet long on the Praya, and 105 feet long on the Southern boundary." Then, without any communication whatever with the owner of Marine Lot 185, they simply pegged it out, and told Mr. Stephens—"There is your piece of ground." Mr. Hancock, who did the work, put a peg just in a straight line in continuation of the plaintiffs' wall and told Mr. Stephens—"To the westward of that is your lot." As a matter of fact he (Mr. Francis) should show without a shadow of a doubt that the new godowns the plaintiffs had built had been put back two feet two inches from the boundary line of their property, where the foundations of the old godwns had been, so as to put windows into the godown. Mr. Stephens, he (Mr. Francis) ought to say, without any fault on his own part in the first instance, the Surveyor-General's officer having given him his boundary with these pegs, immediately had plans prepared, and set a contractor to work to build godowns on the piece of land so assigned to him, believing, no doubt, that he was entitled to build up to the full extent so marked out. Mr. Francis thought His Lordship would have no doubt, after hearing the evidence, that the plaintiffs were entitled to something more than the actual ground upon which the godowns stood, but to two feet two inches more, which as he had stated, the new buildings had been set back. Besides calling two of the plaintiffs he should call Mr. Danby, who was in the Surveyor-General's Office in 1877, and whose business it was to survey these lands and lay them out, and who actually surveyed Inland Lot 38, and at the time carefully ascertained the South West boundary, and his references would still be found upon the plans in the Land Office. It was at the wall of the then existing building. The position of their boundary line would be verified by these plans and by Mr. Danby's former observations. Mr. Danby had also again examined and surveyed the ground, and he had no doubt whatever that their boundary line was as claimed, and Mr. Hancock, in putting the eastern boundary of lot 184 two feet two inches inside that line had acted hastily and made a mistake. The question in dispute was as to the ownership of this strip of ground. Mr. Stephens, believing that he had a right to build, to the extent marked out by Mr. Hancock, conceived that the walls of the plaintiffs' buildings were encroaching on his ground, and he gave his contractor instructions to cut down or pare away one end of the wall that he erroneously believed to be standing upon his ground. An injunction had been obtained, from the court to restrain him from doing so, but the effect of it was that the wall was so weakened that the plaintiffs had to authorise the whole of the end wall being taken down. Mr. Stephens, in addition to cutting down the wall he believed encroached upon his ground, also commenced to build godowns over the small strip of ground in dispute, close up to and actually touching the walls of plaintiffs' godown. The defendant's plans showed that his buildings must necessarily come close up to plaintiffs' walls, and render their godown windows useless. Plaintiffs were seeking by this suit to obtain a declaration that the strip of ground in question was their property, and to restrain Mr. Stephens from proceeding with his works, which were a trespass upon their rights, and to recover damages for the injury caused.

His Lordship—It seems a very small strip of land in dispute, Mr. Francis.

Mr. Francis said it was so, but it was of great importance because if Mr. Stephens could build up to it he would shut out the light and ventilation of the plaintiffs' godowns by the fourteen windows which had been made on that side. It was also of importance to Mr. Stephens as if he was not entitled to that piece of ground his plans would have to be altered, and the buildings which he had commenced would have to be removed.

The plaintiff Chun Yik Chung said he was a merchant. He was the registered owner of Marine Lot 185, and the other owners with him were Ho Kwok Sui, Yu Hing, Kwan Yee Ng. He owned half the lot, Ho Kwok Sui one share, and the other two half a share each. He purchased the lot in the year 1881. At the same time he purchased Inland Lot 38, which was owned by the same persons in the same shares, and they were the present owners. At the time he purchased the lots in 1881 a row of houses was built upon it from shore to the hillside. There were eight houses on the Praya side, and at the back were old godowns. The old godowns had been pulled down and rebuilt at the end of 1881 by Yu Hing. Cho Yuu, the present contractor for Mr. Stephen's work, made the plans which were acted upon. On lot 184 there were some old buildings on the South side. He was in Hongkong when Mr. Stephens commenced to build on his lot, but he had left the colony before anything was done to his building. When plaintiffs' godowns were rebuilt, they were not built upon the old foundations, but were moved further inside so as to have space for windows, and that was done on both sides.

Cross-examined by the Attorney-General—Witness was also the owner of lot 186. Witness did not know where his boundary lay exactly, he left all that matter to Yu Hing, who had instructed Mr. Caldwell in this case.

Yu Hing, another of the plaintiffs, said he was part-owner of Marine lot 185, and Inland lot 38, and he looked after the whole matter. The old godowns were pulled down and the foundations dug up, the new godown being built inside them on both sides so as to get in windows. After Mr. Stephens had the next lot the ground was measured by an officer from the Surveyor-General's Department, and marked out. There was no representation made to him by the Government that he had taken too much ground. Mr. Stephens wanted to build godowns, and his builders cut away a portion of the wall of plaintiffs' godown on the side next his ground. The wall was 18 inches in thickness, and he cut away until only about four inches of thickness were left. The consequence of this was that he found the wall was in a dangerous position, and he told Mr. Stephen's contractor to shore the wall up. Subsequently he gave the contractor authority to pull the whole wall down, and had the roof shored up. Mr. Stephens had built a stone wall next to where his wall had been cut out, and it was carried all along on the south on plaintiffs' ground. All along the side where the two lots joined Mr. Stephens had encroached on the plaintiffs' property. It would cost about $500 to rebuild the wall, and other necessary expenses.

Cross-examined by the Attorney-General. When witness built the new godowns after removing the old ones he built them in a straight line as near as he could tell, and there was a continuous wall the whole length.

Mr. W. Danby, Civil Engineer and Surveyor practising in this colony, said that from 1874 to 1879 he was employed by the Colonial Government as surveyor. During that time he did a good deal of surveying and laying out lots of ground. In February, 1877, he made a survey of Marine Lot 185 with a view to granting an extension of the lot. At that time he surveyed and measured lot 185 and the new lot to be added to it, and he found that the lot, as it was then, corresponded with the original lease granted. The extension to be granted was what was marked as Inland Lot 38, which was surveyed and laid out by witness. He made the plan produced and his initials were appended to it. The addition was made by prolonging the eastern and western boundaries of Marine Lot 185. The length of the boundary line on the east of lot 38 was 51 feet, and on the west 20 feet 10 inches. It extended to Battery-road. Witness surveyed Lot 184 after he had left the Government service, after it had been purchased by the Dock Company, and for surveying that lot the Registrar-General allowed him to take a tracing of the plan referred to in connection with lot 185. The copy produced was an exact tracing, but gave also the particulars of Macdonald's slip. He made that survey in 1880, and recently he had again surveyed the same properties. In 1880 the old buildings were on Inland lot 38 just as when he originally saw them, except that the roofs, were off. He had since surveyed the buildings the plaintiffs had built, and he found the wall was built one foot eight inches [illegible]sides the line of [illegible]ding. Witness had lately surveyed and measured the plaintiffs' ground. The length of the southern boundary of the plaintiffs' land was 126 feet 9 inches, the length of the eastern boundary of the two conjoined lots was 271 feet which was in accordance with the measurements given in the case. On the western side the length of the boundary was 313 feet 3 inches, which was three inches more than the lease gave. The boundary on the sea side was 121 feet long and the length given on the lease was one foot less. Witness had seen a peg fixed in Battery-road and Mr. Hancock told him that was the eastern boundary of Mr. Stephens's lot according to his new lease. That peg was on the plaintiff's ground, two feet two inches over the boundary. Therefore the Surveyor-General's Office had leased that amount of ground to Mr. Stephens which already belonged to the plaintiffs. He had no doubt whatever about this as he made a specially careful entry of this land, and testing it in every way he had no doubt of the correctness of the plaintiffs' claim. Marine Lot 185 he now found had an area of 33,704 feet whereas it ought to have 30,720, the area of Inland Lot 38 was 4,360 feet, which was correct. Mr. Stephens was now building upon the plaintiffs' ground; he had pulled down a part of plaintiffs' wall, he had not built where that was at present, but he had commenced building higher up and the building must be a trespass if carried along. It was taken to the point marked out by Mr. Hancock. It would cost about $500 to repair the damage the defendant had done to the plaintiffs' building.

The Attorney-General cross-examined the witness at considerable length until His Lordship pointed out that it was being carried on in a way that was beyond his comprehension, as he had not the plans and drawings before him the witness and the Attorney-General had. If the cross-examination was to be continued in this way he thought it would be desirable that he should have shorthand notes of the evidence.

The Attorney-General, after consulting with Mr. Francis, said that a shorthand writer would be engaged the next morning.

The case was accordingly adjourned to-day.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE RUSSELL.

G. O. ROGERS v. R. FRASER-SMITH, $130.

Mr. Master (from the office of Messrs. Sharp, Johnson, and Stokes) appeared for Mr. Rogers. Mr. Fraser-Smith conducted his own case.

In this case, Dr. Rogers claimed the sum of $130 for professional attendance, made up of the following items:—One dental plate, $60; one repair plate $10, one ditto, $10, one ditto $10, and one dental plate for servant, per order, $40.

Defendant admitted having received the two dental plates and for these he was willing to pay $30 for the first, and $20 for the second.

His Lordship asked defendant if his plea was simply that the charges were too high.

Defendant said his contention was his arrangement with Dr. Rogers was for $30 and $20. As for the other items, he knew nothing about them.

Mr. Master said he knew nothing about any bargain. He had simply copied the account given him, and placed it on the writ. As Dr. Rogers was not in the colony he could not bring forward any evidence to disprove that there was a bargain.

His Lordship asked Mr. Master if he was prepared to accept defendant's statement, or did he wish to place him in the box.

Mr. Master did not wish to put defendant into the box. If he simply stated there was a bargain, he (Mr. Master) was quite satisfied.

By permission of his Lordship, the writ was withdrawn, on the understanding that defendant paid $50. No order was made as to costs.

R. FRASER-SMITH v. G. F. ROGERS, $127.

In this suit, Mr. Fraser-Smith claimed the sum of $127 from Dr. Rogers for printing.

Plaintiff said that about fourteen or fifteen months ago, Dr. Rogers called on him and asked his advice with respect to the printing of some pamphlets. He was very busy at the time, and he recommended him to go to Messrs. Kelly and Walsh. He measured the size of the pamphlet and estimated that the price would be $1 or $1.50 per page for 100 pages. Dr. Rogers went to Messrs. Kelly and Walsh, but failed to make a contract. He then came to plaintiff, and asked him, as a special favour, to print the pamphlet. He said the work required editing—he was not up in spelling—and asked plaintiff to help him. Plaintiff was reluctant to undertake the work, but said he would try and do what he could for defendant. He did undertake the work, and it was about the worst job he ever had anything to do with. Ordinarily he could have done it in a week, but it took him about three months to do it.

His Lordship—You say it was bad. What was the matter?

Plaintiff—It had to be done six or seven times. I think he must have got his chair coolies to translate it.

His Lordship—How had it to be done six or seven times? It must surely have been badly set up?

Plaintiff—No, when it was sent back to him, he tore it up, and sent fresh copies. After working at it for about two months, he got Dr. Eitel and Mr. Falconer, of the Gaol, to do the translations. It took us about three months to do the work, and it costs me over $100 in men's wages alone, without counting for paper, binding, or the time we spent on it.

Mr. Master said he had no defence to this. He was willing to admit the claim. His instructions were to oppose it on the ground that the charges were exorbitant; but he had no evidence to offer against the statement of Mr. Fraser-Smith.

His Lordship asked Mr. Master why he should have wasted time on a thing of this sort. If there was no evidence to put against the claim he should accept judgment.

The writ was also withdrawn, and no order was made as to costs.

G. O. ROGERS v. R. FRASER-SMITH, $300.

In the third case, Dr. Rogers claimed $300 on a stamped promissory note given by Mr. Fraser-Smith on the 4th April, 1884.

Defendant, in reply to his Lordship's enquiry as to what defence he had, said that shortly after the *Yotsai* accident, a day or two after, Dr. Rogers called on him about some pamphlets, and he mentioned then that his (defendant's) brother had borrowed $300 from him about a week before the accident. He knew nothing about this whatever at the time, but he found out that his brother had actually got the money, to pay up some race lotteries he had taken a share in. He told Dr. Rogers that he expected to get between $400 and $500 from another source, and that as soon as he could get this money, he would pay him. He acted as his brother's administrator and took out an action against Mr. Moore in Court; and, as his Lordship knew, he was put out of Court. He saw Dr. Rogers and said to him:—"Well, you see how this case has ended; my brother has not got this money, and, unfortunately, he has no effects at all; but he has his life insured in Australia, and as soon as that matter is settled, I will undertake to see you get your money." Just before Dr. Rogers went away, he came to defendant, and said he would like defendant to give him a memo, simply that he would pay, to give to his (Dr. Roger's) attorney. Plaintiff thought there was no harm in this, and he gave him the note put in, which was written on a half sheet of his office note paper, simply as a memo, and no stamp was affixed to it.

His Lordship—How can that be? There is a stamp on it—surely it was on it when the note was given. It is contrary to law to place a stamp on a document of this kind after its execution except by consent of the Government.

Defendant—Well, I can swear in the box that there was no stamp on that document when it was made. It may be contrary to law to put a stamp on it after its execution, but that was done in this case. Probably Mr. Lister may be able to show this.

His Lordship—You cannot stamp a document after execution without consent, unless there has been gross fraud on the part of somebody.

Defendant—It was done in this case. If your Lordship will postpone the case until this afternoon, I will subpoena the stamp officials. I make no mistake. That is a fly leaf of my office paper. I have no legal responsibility to pay my brother's liabilities.

His Lordship—That is a very different thing. But here is your note: "For value received by my dead brother, I promise to pay, on demand, the sum of $300, to Dr. Rogers or order." It is duly stamped and dated. Unless you are prepared to show that there was some fraud, you cannot deny your liability. To stamp a document after its execution is one of the things which cannot be done under the Ordinance.

Defendant—That may be, but in the case before your Lordship, it has been done. If your Lordship will allow me, I will call evidence.

His Lordship—after looking up the Ordinance dealing with the question—I don't know that I can allow this. The rule is, if a document, duly stamped, is produced in court, you cannot enter into any further enquiry as to how it was done. You say that this has been stamped since you gave it, but it would take very strong evidence to prove it. I can go into it, but it is beside the issue altogether. If you go on the other grounds, of having no legal responsibility for your brother's liabilities, it is a different thing.

Defendant, in reply to his Lordship, said he was made his brother's administrator in March last, and that he intended to pay now, as he had always intended.

His Lordship—But you promised to pay on demand.

Defendant—That was at plaintiff's request.

His Lordship—Well, but you should not have done it if you did not intend to perform it. You are a business man. This is a regular note, for value received you promised to pay on demand.

Defendant—I quite see that, my Lord.

His Lordship—It is a perfectly good document.

Defendant—I am only too well aware of it now.

His Lordship said that if plaintiff chose to press for judgment, he did not see how defendant could avoid it.

Defendant said he had never refused to acknowledge his liability.

Mr. Master said his instructions were to obtain judgment, but not to unduly press for payment.

Defendant said the sum was a paltry one. It was the principle he objected to, after having given what he had really no cause to give at all to Dr. Rogers as a matter of friendship.

His Lordship said there was no doubt of that. He thought this was a case for forbearance.

Judgment was then entered for plaintiff for $300 with costs.

Defendant said he must pay the amount; this was a lesson.

The *Indian Daily News* says that lately there has been on exhibition in a tent on the Esplanade at Calcutta a Hindoo lad of about twelve years of age, who is very curiously formed. Protruding from the region of the boy's stomach is the headless body of a male child. This body is said to grow with the growth of the boy, and its weight is so great that the boy finds it rather difficult to stand erect or walk any distance.

POLICE COURT.

10th February.

BEFORE MR. H. E. WODEHOUSE.

REFUSING A FARE.

Cheung Achu, a boatwoman, was charged with refusing a fare at Government wharf, on the night of the 9th instant.

Defendant said her boat was permanently engaged by the *Victor Emanuel*, and she was not allowed to take other fares.

Discharged.

DRUNK.

Frank Phelps, who had four previous convictions against him, was fined $1, or in default seven days' hard labour, for being drunk and incapable.

HAWKERS' CRIES.

Wan Ahan and Li Akew, for crying out their wares in D'Aguilar-street, contrary to the Ordinance, were fined 25 cents each.

MENDICANCY.

Chun Apoo and Pang Akin were fined 25 cents each, in default two days' imprisonment, for mendicancy.

HIGHWAY ROBBERY.

Chung Awo was charged with stealing $3 from the person of Wong Fuu, on the 7th instant.

The complainant is a trader in Wing Lok-street, and at six o'clock on the evening of the 7th instant he was walking along the *Praya* when the defendant snatched away a bag containing $3, which was attached to his belt. Complainant cried out, and defendant was stopped by a private watchman as he was running away, but the money was not found on him.

Defendant said he saw the complainant surrounded by a number of men and went to look what was going on, and complainant accused him of stealing his money.

Six months' hard labour.

CAP SNATCHING.

Chun A In, for snatching a cap from the head of a child and making off with it, was sentenced to six weeks' hard labour.

ALLEGED LARCENY.

George Robertson, described as a mason, was charged with stealing clothing, &c., value $5, the property of William Robinson, a sailor, on the *Welcombe*, on the 9th instant.

Complainant's tale was that at 9 p.m. the defendant and himself went in a jinricksha to Wellington Barracks and went into the canteen there. Complainant had occasion to leave the bar for a few minutes, and on coming back he found the defendant had disappeared. The jinricksha and the bundle had also disappeared.

Inspector Swanston gave evidence of having met the defendant carrying a bag, and knowing something of him and suspecting him, he asked him what it contained. He said it contained dirty clothes which he was taking to wash. On looking into the bag and finding that defendant had correctly described the contents, the Inspector thought no more of the matter. Afterwards, when complainant made a report, defendant was found at the Sailors' and Soldiers' Rest with the property still in his possession. He was under the influence of drink, and said he intended to deliver the bag up next morning.

Complainant, re-called, said he had not known the defendant before the day in question, when he met him at "Loafer's Corner." Defendant asked him for a drink, which he gave him. He also told him to what ship he belonged.

Defendant said he met complainant at "Sunshoe Corner" in the afternoon. Complainant sold a pair of boots to a Chinaman for 35 cents and treated defendant and some others to a drink. They stayed there all the afternoon drinking, and then complainant went away to fetch his bag from a boarding house. He wanted to sell it, but no one would buy it. He then asked defendant to go on board his ship with him and say he was the boarding master. He wanted to get a few dollars from the captain on the pretence that it was to be paid at defendant's request as boarding master. On the way they pulled up at the canteen. At the end of an hour they had a general row and had to bolt, complainant running one way and defendant another. Outside defendant found the jinricksha and the bag still in it. The coolie followed after him and wanted him to take the bag and pay for the jinricksha. He told him he had no money, but that he would pay as soon as he got the money from the Captain of complainant's ship. The coolie agreed to this and gave him the bag, and defendant took his number, but had forgotten what it was. He went to the waterside to look for the ship, but could not see it, so he kept possession of the bag thinking he would see the complainant next day.

The case was remanded until Thursday.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

MR. L. MORS LE BLANCH'S LETTER TO "FAIRPLAY."

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your this morning's issue contained the copy of a letter addressed by Mr. L. Mors le Blanch to the Right Honourable Joseph Chamberlain on the subject of a Consular Court decision in the matter of a charter party, and a more wonderful letter has probably never been made public. It is not surprising that it should have met with the reply it has from Mr. Kirkwood, and it will be curious to see what further comes out of it, and what Messrs. Holme, Ringer & Co., of Nagasaki, may also have to say in reply. Meanwhile, let us examine the letter itself, and see on what Mr. Mors le Blanch rests his charge. He was apparently invited to lunch at the house of the resident partner of Messrs. Holme, Ringer & Co., Mr. Smith, a name not heard of for the first time. The conversation was mostly on general topics. It is just possible that all that was said was not *couleur de rose* to Mr. Mors le Blanch. Perhaps Mr. Smith held different political views. He may even have, nor unnaturally, expressed opinions contrary to the policy of the great Joe Chamberlain himself and have considered "Joseph's brothren" "Brummagem," from personal recollection of them out here. Whether all this was so or not is not recorded, but the conversation eventually drifted into the usual channel—"the main chance." Then came a most unfortunate introduction, viz., that of Mr. Glover to Mr. Mors le Blanch. "I was so dissatisfied with his appearance and manner," writes the wily steamboat owner, "that I felt it was necessary to be on my guard and not allow any charter to be made which I did not approve of and sign myself." And yet, but shortly after, Mr. Mors le Blanch telegraphs his reply to an offer, "Fix; send charter," which reply he explains as meaning, that the rate was accepted and that the charter must be sent on for his approval and signature. Now, did the above words convey any such meaning? Why, the veriest junior in the Central School here will say no, and that to have conveyed his *meaning* he should have wired, "I accept subject to my approval charter party." The telegram was viewed rightly both by Messrs. Holme, Ringer & Co. and by the Consular Court, and *Hinc illæ lachrymæ* to Mr. Mors le Blanch. In fact, une nuit "Blanch(e)" and "le mors" the pity, for such a letter is apt to make one distrust travelling steamboat owners. The excuse must be found "in the rush of blood to his head." A twinge in his big toe may be the next one.—Yours &c., A SHIPPING CLERK.

Hongkong, 10th February, 1885.

KOREA.

Korean intelligence to the 17th January is to the following effect:—Sōul now appears pretty much like a deserted battle-field, there being very few people in the streets even during daylight. The Korean merchants have retired to the country, only some ten shops remaining open. The Chinese troops are exercising the greatest prudence, and confine themselves a good deal to their barracks. On the contrary, the Korean soldiers continue their lawless conduct and disregard of all discipline. Within the gates of Sōul the Chinese are assuming supreme power, and both the Chinese and Koreans bear themselves most insolently towards the Japanese. Outside Sōul things are more quiet and the Japanese are not looked upon with so many hostile eyes. No Japanese except those on official business remain in the capital at present.—*Jiji Shimpo*.

YOKOHAMA.

The *Official Gazette* reports that, early on the morning of the 14th inst., a bank about four hundred and fifty feet long, and sixty feet wide, rose from the sea in Kitagata Bay, Ishikawa Prefecture, about thirty feet from the beach, and by midday it showed four feet above the water. At the same time several deep fissures were created in the adjacent coast, and a subsidence, measuring over four hundred feet by thirty feet, and accompanied by an emission of steam, took place.—*Japan Mail*.

We learn on good authority that the Kiodo-

Unyu Kwaisha have had the misfortune to lose one of their sailing vessels, the *Raiko-maru*, which foundered off Katsumi, Sado, on the 21st January, one officer being lost. Further particulars are not to hand. The cargo is said to have been 3,000 koku of rice; and the ship was partly insured for 20,000 yen with the Tokio Marine Insurance Company.

We regret to hear that the damage sustained by the Kiodo Unyu Kwaisha steamship *Omi-maru* during her last trip through the inland sea is of a much more serious nature than was at first supposed. The vessel, we hear, at the time of the mishap, was in charge of a Japanese licensed pilot, who gave a course to take her between a small island and the mainland. Unfortunately, however, there was not quite sufficient water in the passage and although the *Omi-maru* went through she was felt by those on board to touch the ground. Nothing serious was anticipated, but on being docked at Yokosuka a large rent has been found in her bottom, some say 80 feet in extent; in fact, the injury is of so serious a nature that if it had not been for the lower part of the water tank and the bulkhead the vessel must have inevitably sunk.—*Japan Gazette.*

WILD PIGS AT NINGPO.

NINGPO, 31st January.

A very unusual wave of excitement passed over our Settlement yesterday, which was caused, not by the approach of the French, but by the sudden appearance in the outskirts of the Settlement of a drove of wild boars.

It appears that they come from the western hills, which are now so deeply covered with snow that the wild animals there have to seek their food in the plains below. These pigs urged only by hunger, attacked some of the farm-houses on the plains, and on being pursued by men and dogs they turned their course towards the city, instead of back to the mountains, where only starvation awaited them. They were pursued by some of the farmers as far as the river, which the pigs crossed in gallant style—being admirable swimmers. Although they were temporarily freed from their pursuers by crossing the stream, yet very soon after their arrival on the north bank a new lot of men took up the chase. It is said they crossed the river near Li Kye Du, about three miles above the city, from whence they made their way towards the foreign Settlement. The number of animals was greatly exaggerated in the first reports that came to hand. It turned out that only three pigs actually came within the bounds of the Settlement, but from the well-known gregarious disposition of these animals it is not unlikely that a larger number set out together, but became separated in the pursuit. The three pigs in question having crossed the Race Course, and finding themselves hotly pressed, turned again towards the river, and attempted to cross over to the side from which they came. Two of them reached that, through the open ground near the Catholic Cemetery, and the other, separated from his companions, rushed through the crowd, and in among the houses, and having frightened numerous women and childern, started on his return march to the hills. I have not been able to learn his fate. Of the two which took to the water, one swam towards the north gate, but being pursued by two small boats, he changed his plan, and struck out again into the water, till he reached the residence of Dr. Lord. Here he struck for the shore, and landed on Dr. Lord's jetty. The water gate was closed, but the boar made a rush at it and broke it open with ease. Dr. and Mrs. Lord were engaged in the examination of their school at the moment, and were not aware for some minutes, of the presence of the distinguished stranger in their compound. The Chinese hunters broke into the compound and tried to despatch the boar, but not having proper weapons the task was difficult and slow, one man being seriously wounded by the enraged animal. With spears and boat-hooks and clubs he was at last overpowered, and while still alive was carried off by his captors, in the usual fashion of carrying pigs. Pig No. 3 swam boldly out into the middle of the river, where he was soon surrounded by a number of small boats, with from two to six men in each. The heroic struggle of this brave pig for dear life is worthy of being recorded among the annals of men. If Charles Lamb had witnessed what I did yesterday afternoon, he would conclude that there was one pig at least which deserved a better fate than to be roasted. In the struggle which I watched from the bank, of five boats with about twenty men armed with boat-hooks and bamboo poles attacking one solitary pig, I must confess that my sympathies were with the latter.

The boar kept all his enemies at bay nobly. They did not venture near enough to be within reach of his tusks, but with their long poles they struck and worried him and finally after half an hour's naval battle drove him back to the side from which he started. He landed near the Commissioner of Customs' residence, and stood for some time in a defiant attitude. Here the crowd attacked him with spears and boat hooks, and he fell as if mortally wounded. A large crowd now gathered about him, and the attack ceased.

Suddenly, as if the recipient of new energy, he started up, looked ferociously around for a second, and started for the open space. There was a stampede among the lookers-on, among whom was one foreign lady, and the crowd was very soon out of reach of the enraged animal. Just at this juncture four soldiers appeared with their muskets, and after receiving six shots from their guns he fell mortally wounded. His thick coat of bristles was dark near the body, and had a greyish hue towards the extremities. He weighed about 200 lbs.—*N. C. Daily News* Correspondent.

AN ANCIENT CHALLENGE.

The following summons of the Dutch to the Spanish to surrender Kelung, and the reply of the Spanish Governor, are reproduced in Messrs. Colquhoun and Stewart-Lockhart's Sketch of Formosa in the *China Review* :—

TO GONSALO PORTILIO,
Governor of the Spanish Fortress
on the Island of Kelang.

Sir,—I beg to inform you that I have been placed in command of a large naval and military force, for the purpose of making myself master, by fair means or otherwise, of the fortress of Santissima Trinidad on the island of Kelang, of which Your Excellency is the Governor.

It being the usage among Christian nations to give notice of one's intentions and designs before commencing hostilities, I therefore send you this summons to surrender. If you are willing to listen to our terms of capitulation, and will deliver over to us the fortress of Santissima Trinidad and your other strongholds, you and your garrison shall be treated in all good faith, according to the usages and customs of war; but if you turn a deaf ear to this summons, there will be no remedy left than to have recourse to arms. I, therefore, hope Your Excellency will well weigh over the contents of this letter and avoid bloodshed, and I trust you will without delay, and in a few words, let me know your intentions.

Commending you to God,
Your Excellency's Friend,
PAULUS TRADENIUS.

Fort Zeelandia, 26th August, 1641.

To this letter, the frankness and vigour of which are in strong contrast to most communications of a similar nature in the present day, the Spanish Governor replied with spirit and courtesy, as follows :—

TO THE GOVERNOR OF TAIWAN.

Sir,—Your letter of the 26th August was duly received, and in reply I have to inform you, as becometh a good Christian, who respecteth the oath that he hath given to his King, that I cannot and will not surrender the fortress demanded by your Excellency, as I and the garrison are determined to defend it.

I am accustomed to meet large armies and have fought many battles against such in Flanders, as well as in other countries; I therefore beg you not to trouble yourself to write any further letters of such purport to me.

Let each of us defend ourselves as best as we can. We are Christian Spaniards, and the God in whom we trust is our Portector. May the Lord watch over you.

Written from our Chief Fortress Salvador, 6th September, 1641.

(Signed) GONSALO PORTILIO.

COMMERCIAL INTELLIGENCE.

TUESDAY, 10th February.

EXPORT CARGOES.

Per steamship *Djemnah*, sailed on the 10th February.—For Continent—564 bales silk, 131 bales waste silk, 1,385 bales hemp, 40 bales punjum, 40 rolls mattings, 37 cases silks, 75 cases cassia, 36 pkgs. tea, 871 pkgs. sundries. For London—30 bales silk, 47 bales waste silk, 800 bales hemp, 265 pkgs. tea, and 296 pkgs. sundries.

OPIUM.

Quotations are:—
Malwa (New)...$540 per picul, alloc. of 1 to 1½ [catties.
Malwa (Old) ...$550 per picul, alloc. of 1 to 1½ [catties
Patna (New) ....$625 per chest.
Patna (Old) .... 612½ to 620 „ „
Benares (New) .... 608¾ to 610 „ „
Benares (Old) .... 612½ „ „

EXCHANGE.

ON LONDON.—
Bank Bills, on demand..............3/6¼
Bank Bills, at 30 days' sight........3/6⅜
Bank Bills, at 4 months' sight......3/6¾
Credits, at 4 months' sight..........3/6⅞
Documentary Bills, at 4 months' sight 3/7

ON PARIS.—
Bank Bills, on demand 4.46
Credits, at 4 months' sight 4.52

ON BOMBAY.—Bank, 3 days' sight...220½
ON CALCUTTA.—Bank, 3 days' sight...220½
ON SHANGHAI.—
Bank, sight 72¼
Private, 30 days' sight 73¼

SHARES.

Hongkong and Shanghai Bank Shares—128 per cent. premium.
Union Insurance Society of Canton, Limited—$440 per share, ex div.
China Traders' Insurance Company's Shares—$63 per share.
North China Insurance—Tls. 285 per share.
Yangtsze Insurance Association—Tls. 132 per share.
Chinese Insurance Company, Limited—$175 per share, ex div.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$82½ per share, ex div.
Hongkong Fire Insurance Company's Shares—$362½ per share.
China Fire Insurance Company's Shares—$70 per share.
Hongkong and Whampoa Dock Company's Shares—56 per cent. prem. Sellers.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$32 per share premium.
Indo-China Steam Navigation Co.'s Shares—30 per cent. discount.
China and Manila Steamship Company, Limited—30 per cent. discount.
Douglas Steamship Company, Limited—Par, nominal.
Hongkong Gas Company's Shares—$100 per share.
Hongkong Hotel Company's Shares—$120 per share.
China Sugar Refining Company, Limited—100 per share.
China Sugar Refining Company (Debentures)—nominal.
Luzon Sugar Refining Company, Limited—$60 per share.
Hongkong Ice Company's Shares—$145 per share, Buyers.
Hongkong and China Bakery Company, Limited—$118 per share.
Perak Tin Mining and Smelting Company—$30 per share.
Selangor Tin Mining Company—$13 per share.
Perak Sugar Cultivation Company—Tls. 35 per share.
Hongkong Rope Manufacturing Company, Limited—$68 per share, Buyers.
Chinese Imperial Loan of 1881—½ per cent. dis.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)
February 10th

Thermometer—9 A.M. 54
Thermometer—1 P.M. 54
Thermometer—4 P.M. 54
Thermometer—9 A.M. (Wet bulb)............ 52
Thermometer—1 P.M. (Wet bulb)............ 52
Thermometer—4 P.M. (Wet bulb)............ 53
Thermometer—Maximum 54
Thermometer—Minimum (over night)......... 54

HONGKONG TIDE-TABLE.

11TH TO 17TH February, 1885.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
		h m	ft. in.	h m	ft. in.
W.	11	m 8 53	1 10	m 3 0	—0 2
		7 3 a	4 4	m 11 57	1 6
Th.	12	m 9 15	2 0	m 2 21	—0 6
		3 ... a	4 7	0 37 a	1 1
F.	13	m 9 31	2 2	m 3 41	—0 10
		8 6 a	4 10	1 57 a	1 3
Sat.	14	m 9 53	2 4	m 3 .6	—1 0
		8 31 a	4 11	3 14 a	—1 0
S.	15	m 10 11	2 6	m 3 31	—1 3
		9 14 a	4 11	3 55 a	0 9
M.	16	m 10 34	3 10	m 4 4	—1 3
		9 51 a	4 10	3 ... a	—0 6
Tu.	17	m 11 59	3 0	m 4 31	—1 0
		10 25 a	4 ...	4 31 a	0 4

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.595 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

9th February, 1885, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.81	84.5	59	SE	2	b	—
Haiphong	30.04	66.3	84	ESE	4	of	—
Hongkong	30.05	53.7	83	NE	2	o	—
Amoy	30.07	53.0	80	NE	3	o	—
Shanghai	30.37	37.0	47	N	3	b	—
Nagasaki	30.03	—	—	NNW	4	—	—
Wladiwostock	30.16	6.0	—	NNW	4	b	—

10th February, 1885, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.01	77.2	75	W	1	o	—
Haiphong	30.13	54.8	101	SE	1	crf	—
Hongkong	30.13	54.4	78	ENE	6	o	0.01
Amoy	30.12	54.0	79	NE	3	o	—
Shanghai	30.30	29.5	83	—	0	cf	—
Nagasaki	30.33	—	—	NNW	2	—	0.01
Wladiwostock	29.41	3.0	—	N	2	b	—

The Barometer has risen in the S.E. but is steady elsewhere. Gradients indicate more moderate winds. The temperature has risen. Overcast weather continues with rain in some places.

W. DOBERCK.

Hongkong Observatory, 10th February, 1885.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.05	30.13	30.01
Temperature	53.7	54.4	54.9
Humidity	83	78	84
Direction of wind	N.E.	E.N.E.	E.
Force of wind	2	6	5
Weather	o.	o.	o.d.
Rain	—	0.01	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturature with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 10th February, 1885.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAVRE AND HAMBURG	Ino	Hockelman	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON & HAMBURG	Pax	Gille	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON, &c., VIA SUEZ CANAL	Breconshire (str.)	Rickard	Hongkong	Adamson, Bell & Co.	On or about 18th inst.
LONDON, &c., VIA SUEZ CANAL	Hydaspes (str.)	Scrivener	....	P. & O. S. N. Co.	On 17th inst., at 4 P.M.
LONDON VIA SUEZ CANAL	Achilles (str.)	Anderson	Hongkong	Butterfield & Swire	To-day.
LONDON VIA SUEZ CANAL	Glenlyon (str.)	Mackinlay	....	Jardine, Matheson & Co.	On or about 17th inst.
NEW YORK	H. C. Sibley	Fowler	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Crescent	Ruland	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Commodore	Blanchard	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Western Monarch	Erichsen	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO VIA Y'HAMA	San Pablo (str.)	....	....	O. & O. S. S. Co.	On 3rd March, at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Peking (str.)	....	....	P. M. S. S. Co.	On 21st inst., at 3 P.M.
PORT DARWIN, &c.	Taiwan (str.)	Arthur	Hongkong	Butterfield & Swire	On 21st inst., at 4 P.M.
YOKOHAMA, KOBE, &c.	Benlarig (str.)	....	Hongkong	Gibb, Livingston & Co.	On 13th inst., at Noon.
NAGASAKI, KOBE, &c.	Thibet (str.)	....	Hongkong	P. & O. S. N. Co.	On 20th inst., Daylight.
BANGKOK	Danube (str.)	J. Newton	Hongkong	Yuen Fat Hong	To-morrow, at Noon.
CALCUTTA VIA STRAITS	Wingsang (str.)	De St. Croix	Hongkong	Jardine, Matheson & Co.	On 18th inst., at 3 P.M.
CALCUTTA VIA STRAITS	Japan (str.)	T. S. Gardner	Hongkong	D. Sassoon, Sons & Co.	On 18th inst., at 3 P.M.
SHANGHAI	Kowshing (str.)	Webster	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
MANILA	Diamante (str.)	Stack	Hongkong	Russell & Co.	On 13th inst., at 5 P.M.
SWATOW AND AMOY	Rory (str.)	Marsden	Hongkong	Russell & Co.	On 13th inst., Daylight.

MAILS EXPECTED.

THE AMERICAN MAILS.

The P. M. steamer *City of Peking*, with the next American mail, left Yokohama on the 5th, and is due here on or about the 11th inst.

The O. and O. steamer *San Pablo*, with mails, &c., to the 19th December, left Yokohama on the 7th, and may be looked for here on or about the 14th instant.

THE ENGLISH MAIL.

The P. and O. steamer *Surat*, with the next English mail, left Singapore at 5 p.m. on the 6th, and is due here on the 12th inst.

THE FRENCH MAIL.

The Messageries Maritimes steamer *Saghalien*, with the next French mail, left Cape St. James at 1 a.m. on the 10th, and may be expected to arrive here on or about the 13th instant.

STEAMER EXPECTED.

The O. S. S. Co.'s steamer *Telemachus* left Singapore on the morning of the 7th, and is due here on the 14th inst.

POST-OFFICE NOTICES.

Attention is invited to the following particulars on the subject of Local Delivery:—

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected (Postal Guide, par. 159).

The above Regulation is not new, but has been the invariable rule of the Post Office for many years. Considerable efforts have been made to secure its being generally understood. To prevent, however, if possible, any further disappointment in the matter, it will appear permantly on the Mail Lists issued twice every day from the *Daily Press* Office.

The Postal Guide for 1885, revised to date will be found in the *Daily Press* Directory, p. 393 large edition, p. 657 small edition. This is the only authorized complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Saigon.—Per *Propontis*, to-day, the 11th inst., at 4.30 P.M.
For Bangkok.—Per *Danube*, to-morrow, the 12th inst., at 11.30 A.M.
For Shanghai.—Per *Kowshing*, to-morrow, the 12th inst., at 3.30 P.M.
For Yokohama, Kobé, and Nagasaki.—Per *Benlarig*, on Friday, the 13th inst., at 11.30 A.M.
For Straits and Calcutta.—Per *Wingsang*, on Wednesday, the 18th inst., at 2.30 P.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Oxus* will be despatched on TUESDAY, the 24th inst., with Mails for the United Kingdom, Europe, and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH MAIL.

Day before Departure.

5 P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

RATES OF POSTAGE.

Letters, per ½ oz.	10 Cents
Post Cards, each	3 Cents
Books, Patterns, and Commercial Papers, per 2 oz.	2 Cents.
Newspapers & Prices Current, each	2 Cents
Registration	10 Cents
Do. with return receipt	15 Cents

Commercial papers signify such papers as though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge is the same as for Books, but all packets of and under 4 oz. weight are charged 5 cents.

POSTAL NOTES.

1.—Postal Notes of the values named below, payable within three months at any Post Office in the United Kingdom, at Gibraltar, or at Constantinople, can be obtained at Hongkong or at any British Post Office in China (except Hoihow and Tientsin) at the following prices, which include Commission;—

1/—	30 cents.
1/6	45 „
5/—	$1.50.
10/—	$2.95.
20/—	$5.80.

All money orders on the United Kingdom for sums not exceeding £5 applied for at Hongkong or Shanghai will be granted by means of these Notes.

2.—The purchaser of any Postal Note should keep a memorandum of its date and number. He must fill in the Payee's name before parting with it. He *may* also fill in the name of the Office where payment is to be made. If this is not done the note is payable (within three months) anywhere in the United Kingdom, at Gibraltar, or at Constantinople. Any Postal Note may be crossed to a Bank.

3.—Postal Notes should always be forwarded in Registered Covers. If this precaution is not taken NO ENQUIRIES WHATEVER will be made as to the loss or alleged loss of any Note. No refund can be made in any case.

4.—Postal Notes issued in the United Kingdom are not payable in Hongkong or China.

SOLDIERS' AND SAILORS' LETTERS.

(1.) Privates in H. M. Army or Navy, Non-commissioned Officers,* Bandmasters, Schoolmasters (not Superintending or First Class) Writers, or School-mistresses may send half-ounce letters to the United Kingdom by the English Mail at the rate of two cents (one penny) each, or by the French Mail at the rate of four cents (two pence) each. The postage may be prepaid either in Imperial or in Hongkong Stamps, but not by *both* kinds on the same letter.

(2.) To other places not beyond Great Britain, such as India, Malta, &c., the postage is 2 cents (one penny).

(3.) The same privileges apply to letters addressed to the Private and Non-commissioned Officers named above.

(4.) The letters must not exceed half an ounce No handkerchiefs, jewellery, &c., can be sent even with the ends open.

5.—If *from* a Soldier or Sailor his class and description must be stated in full on the letter the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c. in full. If *to* a Soldier or Sailor, his class and description with name of regiment, ship, &c., must be stated in full.

(6). Soldiers and Sailors have no privileges with regard to books or papers, nor can these be prepaid with Imperial Stamps.

* But not Warrant Officers, viz:—Conductor, Gunner Boatswain, or Carpenter.

EXTRACTS.

THE SICK TOILER IN THE GARRET.

Yes, gloomy is my garret, and scanty is my store,
I get but fleeting glimpses of the sun—
It floods the fields with glory; but never, never more,
May I wander where the bonny children run.
Be the days short, friends, or be they long,
Still *I* must labour till Evensong.

A muffled roar of traffic from busy streets below
Ascends into the silence of my room;
And I often wonder whether the busy people know
I am toiling on, so weary of the gloom.
Would they pity me, that vast throng,
Passing from morning till Evensong?

I only know 'tis Summer because I feel less chill,
And the twilight time so slowly fades away.
I have to toil the longer,—the Summer works me ill;
What to *me* the dewy fragrance of the May?
Fancy paints flowers *I* may not see,
Blooming afar 'neath the "greenwood tree."

I know it is the Summer because my heavy eyes
Will close from time to time, and in the dark
I catch a sunny vision of deep blue summer skies,
And listen to a visionary lark!
Sapphire skies, and a fairy strain,
A moment—there is my cell again!

I know no sign of Autumn beyond the waning days,
The mornings and the evenings growing cold;
But I *know* the winds *do* whisper in winsome winding ways,
All paved with scarlet trophies and with gold.
Gay children tramping, full of glee,
Through the dim vistas barred to *me*.

Grim Winter treats me roughly, but still I love him best—
The eventide it cometh soonest then;
All night in dreamland's valleys I find delicious rest,
The maddest and the merriest of men!
Here for my misery is the meed,
Then I am happy and rich indeed!

F. B. DOVETON.

COCA AND COCAINE.

The alkaloid cocaine was produced by Niemann in 1860 from the leaves of the *Erythroxylon coca*. Professor Schroff was probably the first to mention the fact of its anæsthetising effect on the mucous membrane of the tongue. The credit of rescuing cocaine from the oblivion into which it had fallen, and of giving it a practical application, unquestionably belongs to Koller. The next occasion of its public appearance was at the Ophthalmological Society, where Messrs. Benson, Marcus Gunn, and Nettleship spoke of its use in ophthalmic surgery. Since that time cocaine has by a bound leaped into professional favour. The great excellences of cocaine consist in the limitation of its action to the tissues to which it is applied. No doubt other symptoms at a distance do result from the external application of the anæsthetic, but they are for the most part insignificant and by no means dangerous. In some measure cocaine may be compared with curare. The one agent paralyses the termination of the sensory nerves, whilst the other paralyses the termination of the motor nerves. Aconite would seem to act in a manner the very reverse of cocaine. The contemplation of a few facts of this kind leads one to think of the Ultima Thule of anæsthetics as likely to be not one of the least splendid triumphs of science. No doubt much remains to be worked at before the full value is given to this latest addition to our armamentaria, and before a full explanation of the mode of action of the drug in the one particular respect for which it is in so great demand can be given. Coca leaves are the produce of *Erythroxylon coca*, Lamarck, a shrub cultivated on the slopes of the Cordilleras of Bolivia, Peru, and Columbia. The Spanish conquerors of Western South America became well acquainted with the use of coca by the aboriginal Indians. Nicolas Monardes, a Spanish physician, published at Seville, in 1565, a History of Medicinal Simples brought from the New World, in which he gives a description, obtained from the commentaries of Pedro Cieca and others, of coca leaves, their mode of collection and drying, and states they were their most important article of commerce being used for barter or exchange in place of money among the South American Indians. He also describes their use of coca as being threefold. (1) It was chewed and mixed with the powder of calcined shells of oysters and other shellfish; this paste after being allowed to ferment was formed into boluses or troches, and dried; during long journeys these boluses were sucked, and under their influence hunger and thirst were alleviated and bodily strength was sustained. (2) When eaten for producing pleasure or intoxication the coca was chewed by itself; and (3) it was mixed with tobacco and smoked. Among others the following travellers have written on coca: Poppig, Weddell, and Markham; of pharmacologists, Quincy, Pereira, and Hanbury do not mention it, nor has it been official till the last French Codex and United States Pharmacopœia. As a theme for the poet, Milton, who drew many of his similes from tropical plants and scenery, appears not to have known of it as he does not mention it. Cowley, later, thus writes:—

"Our Varicocha first his Coca sent,
Endow'd with leaves of wondrous nourishment,
Whose juice suck'd in, and to the stomach ta'en,
Long hunger and long labour can sustain;
From which our faint and weary bodies find
More succour, more they cheer the drooping mind,
Than can your Bacchus and your Ceres join'd.
Three leaves supply for six days' march afford;
The Quitoita with this provision stor'd,
Can pass the vast and cloudy Andes o'er."

The coca shrub grows to a height of from four to eight feet, and resembles our blackthorn in appearance. It has small white, short-stalked, drooping flowers, in clusters upon the branches in places where the leaves have fallen. The leaves are closely placed, alternate, about two inches long, oval oblong entire at the margin; sometimes they are acute but usually blunt and emarginate, with a small apiculus in the notch at the apex, rather thin but opaque, smooth with a prominent midrib, and on each side a curved line running from the base to the apex, showing its mode of vernation. When fresh the upper surface is bright dark-green in colour, the lower is paler and strongly marked with veins. The carefully dried leaves have the odour of tea, but if dried less perfectly they have a bouquet of their own which is very unpleasant in the breath of those who chew it. They have a somewhat aromatic and bitter taste, and are more active when freshly dried. By permission we have tasted a fresh leaf in the Botanic Gardens, and the benumbing effect on the tongue—dulling its sensibility—was apparently much greater than that of a number of dried leaves. The plants are raised from seeds, and the cultivation, at an elevation of from 2,000 feet to 7,000 feet above the sea level, is carried on with great care, as described by Dr. Weddell, who supposes the name *coca* to be derived from an Indian term signifying *the* tree or plant. Its original *habitat* is doubtful. It has been acclimatised in Ceylon. Botanical specimens were first sent by Joseph de Jussieu to his brother in 1750; these Antoine-Laurent de Jussieu referred to the genus *Erythroxylon* and finally they served as types for Lamarck to give the plant his designation *Erythroxylon Coca* in his *Encyclopédie*. The coca shrub yields three or four crops of leaves annually from the age of eighteen months to forty years. The produce has been estimated at from thirty to forty million pounds yearly. Its value on the spot varies from amounts equal to from one to five shillings per pound English. The most productive plantations, or "cocals," are in the provinces of La Paz, in Bolivia, but our principal imports come from Lima. Coca was used in the religious rites of the Incas; it was by them treated with great reverence, and by their conquerors with some superstition. A Council of Bishops at Lima in 1569 condemned its use, and stated that the belief entertained by the Indians that the habit of chewing coca gave them strength was an illusion of the devil. By the Indians working as miners or at other occupations, coca is still chewed with a paste made of the ashes of certain plants or with lime. They become more or less slaves to the habit; opinions differ as to the ill effects of this chewing on them. On Europeans who became accustomed to, but had not been addicted to, its use from youth, Dr. Weddell noticed that it did sometimes produce evil consequences, and that in some a peculiar aberration of the intellectual faculties occurred, indicated by hallucinations. His view of its action was that it deceived or lulled hunger and fatigue. The Indians who accompanied him on his journey chewed coca during the whole day, but at night they filled their stomachs like fasting men. Dr. Mantegezza, of Milan, who practised in South America, further tried and wrote on its marvellous properties as did Sir Robert Christison. Mr. G. Dowdeswell also tried it, but came to negative conclusions as to its action. Except by the force of advertisements of French specialties made from it, coca has of late received little attention in England; but now, again, the observations of Herr Koller on the local anæsthetic action possessed by its alkaloid, cocaine, have brought it to the front.—*Lancet*.

INTERESTING TO TOBACCO SMOKERS.

Dr. Zulinski has published in a Warsaw medical journal the results of a long series of experiments made by him both upon human beings and animals, with a view of verifying the physiological effects of tobacco smoke. He found in the first place that it is a distinct poison, even in small doses. Upon men its action is very slight when not inhaled in large quantities; but it would soon become powerful if the smoker got into the habit of "swallowing the smoke," and Dr. Zulinski ascertained that this toxical property is not due exclusively to the nicotine, but that tobacco smoke, even when disengaged of the nicotine, contains a second toxical principle called colidine, and also oxide of carbon and hydrocyanic acid. The effects produced by tobacco depend, he says, to a great extent upon the nature of the tobacco, and the way in which it is smoked. The cigar smoker absorbs more poison than the cigarette-smoker, and the latter in turn than those who smoke pipes, while the smoker who takes the precaution of using a narghilie, or any other apparatus which conducts the smoke through water, reduces the deleterious effects of tobacco to a minimum. As a rule the light-coloured tobaccos are supposed to be the mildest; but Dr. Zulinski says that a great many of the tobaccos are artificially lightened by the aid of chemical agents which are not always free from danger. He adds that several light tobaccos are also open to the objection of emitting a burning smoke, owing to the large proportion of wooden fibres which they contain, notably the French "caperal" and the English bird's-eye and that the smoke from these tobaccos is of such a high temperature as often to cause slight inflammation of the tongue, which with people of mature age is not unlikely to lead to cancer. The dark tobaccos are often adulterated, too, but Dr. Zulinski thinks that, upon the whole, they are the less dangerous.

CIRCUSES AND CIRCUS RIDING.

Drury Lane, the Lyceum, and the Surrey Theatres have each in their turn been the scene of equestrian performances. In 1833, when Astley's was closed for the season, Elliston engaged the troupe for the first-named house; when the Westminster Amphitheatre was destroyed by fire for the third time in 1841, the company found a temporary home at the Surrey; while in 1844 there was a short circus season at the Lyceum. To this list of theatres must now be added Covent Garden. Although there were performing horses at least as early as the time of Queen Elizabeth, the circus was unknown in England till 1767, when Johnson, who is represented in an old print as riding two horses, with one leg on each, not in a straight line, took some vacant ground at the back of Penton-street, Islington, and gave equestrian performances. Three years later Philip Astley made a circle with ropes and stakes in a field near Halfpenny Hatch, Lambeth, and by means of the feats of horsemanship there exhibited, laid the foundations of his subsequent reputation and fortune. In 1772 Astley, who had formerly been in the cavalry, seems to have become so proficient in his new calling, that the bills of that date state that he would perform 50 feats each evening. Philip Astley died in Paris in 1814, in which year Andrew Ducrow, who, by the way, once appeared at Covent Garden in a spectacular drama, first came into notice, as well as Clarke and Bradbury, both well-known circus names. The latter first "created" the part of Dick Turpin, a drama founded on a story published in cheap form, but differing in many particulars from Ainsworth's, which was not then written. By about 1820 circus proprietors, several of whom had sprung into existence, began the "tenting" system. Notwithstanding the demand for novelties, it is curious that, so far as the circus feats are concerned, there is very little that is new under the sun. Riding barebacked was practised as long ago as the end of the last century in Hughes's Circus. "An astonishing young gentleman" (son of a person of quality) used to stand on the pad while the horse jumped a bar; jumping over "banners," and through "balloons" was common enough, while the acts of vaulting, posturing, and tumbling were, upwards of 50 years ago, very much what we now see them. Among the few novelties that have been brought out may be mentioned the "Jockey Act," first introduced by Alfred Bradbury at the Holborn Circus. James Robinson added to the difficulty of the old feat of standing on a bare-backed horse while jumping over hurdles by having a boy standing on his shoulders all the time. To the ordinary spectator the training of an animal to perform various feats is regarded as the most difficult part of the breaker's duty, whereas, in fact, the training of a trick horse requires a much shorter time than the making of a ring or pad horse. A trick horse can be made to perform in public in six months; some require less time, some more; but it is seldom that an animal is fit to carry a rider round the ring with less than two years' practice, and two and a half years is no uncommon time. Trick horses are by no means new inventions, as one of the Arundel manuscripts shows a horse standing on a tight-rope, while in the time of Queen Elizabeth lived Morvea, a bay horse belonging to one Banks, who, in an old picture, is represented as directing with a whip the movements of the horse as the latter stands on his hind legs. Among other tricks, Morvea would tell the number of pence in any silver coin, while "he not only knew the number of francs in a crown, but knew that the crown was depreciated at that time, and the exact amount of the depreciation." The system of teaching a horse depends a good deal upon the temperament of the teacher. Many teach them by kindness, but in some instances there is ground for believing that the horse is subjected to severe punishment before he is considered sufficiently perfect to come into the ring. When the lesson is once learnt it is never forgotten. Many years ago Mr. William Cooke, for a long time the lessee of Astley's, bought and broke a very small pony,—the smallest alive, it was said. After performing for about six years he was sold, the pony being then about ten or eleven. Seven years later, when Mr. Cooke was at Bristol, a man came to him saying that he had a pony for sale that would be just the thing for a circus, as he was so small. "How old is he?" asked Mr. Cooke. "Sir," was the answer. "Bring him up here," said the equestrian; and the pony was accordingly brought. Mr. Cooke at once recognised his old servant, told the man that the pony was at least 17 years old, and that he himself had broken him a dozen years ago, and that he would prove it. He then gave the pony his "cues," and the little animal went through his tricks as though he had never been off the sawdust. In England, of late years, the great difficulty has been to get competent lady riders. As the number of their feats is necessarily limited, they must be performed with the greatest possible finish, and when this perfection has been reached the artists betake themselves to America, France, or Spain, where they can command much higher salaries than an English manager would offer. Recently, at a London circus, the proprietors were put to such shifts for a lady rider that they were forced to dress up a boy in female attire, and give him a foreign name, under which he succeeded in earning applause night after night without the secret being found out.

ROMANCE OF THE DIAMOND.

The most exquisite pleasure to be derived from the possession of jewels is admittedly found in the effects they will produce on all beholders. It is this which causes the diamond its now universal pre-eminence in the markets of the world. Juvenal has something to say about the diamonds of the Roman ladies, and it is not intended to deny that they were good and true women, who did their best to look well. But the highly-respectable Seneca has revealed the terrible truth of the matter, to which extant specimens in Roman settings also bear witness. Every happy wearer of diamonds should feel a throb of pity at learning that her Roman sisters had only unpolished gems, or at most a few with naturally polished faces. Not until far into the Middle Ages was the proper method of cutting diamonds discovered, probably by Berghem, of Burgos, who certainly deserves to be remembered if only on that account. By that date, indeed, the obstinacy with which the diamond resisted any kind of treatment had nearly proved fatal to its position as a precious stone. Three hundred years before the Christian era the Greeks had given it a name; and in the form of the words *diamas*, used by Albertus Magnus 1500 years after, we still find that the stone was regarded as "the unsubduable." But even while declining to reveal its full beauties the diamond was for long an object of the highest admiration. Pliny speaks of its use as "confined to a few Kings," and of its value as "exceeding that of all human things." He further adds that when struck with a hammer even the anvil and iron were torn asunder, although this statement may be taken at pleasure with a grain or so of salt, as the only remedy was apparently dipping the stone in warm goat's blood. In the Middle Ages people grew more impatient and less appreciative, probably because occasional specimens which the Indians had polished after a method known only to themselves were brought to Europe and threw the others into disrepute. In the tenth century, for instance, Benvenuto Cellini reckons that a perfect ruby of one carat's weight was equal to eight times the value of a similar diamond, while the corresponding price of the emerald was only half that of the ruby. Apparently, therefore, at that date the beauties of the more highly-coloured stones were decidedly in the ascendant. But when cut and polished diamonds were once known they took a position in the world's regard from which they have never since been dethroned. The chief source of their supply has, of course, been India, and the fortress of Golconda, devoutly believed as a rule to be a mine, was formerly the great place for storing them. Brazil at the end of the last and the beginning of the present century was also a large exporter of diamonds. Before 1727 their value would seem to have been scarcely appreciated, as at that date they were used by the negroes as card counters. Still more recently, the discovery of the diamond mines of South Africa has reduced the market value of diamonds. About £15,000,000 worth are said to have been brought from there. Here, again, so little had their value been detected that a diamond which was sold for £500 at the Paris Exhibition had been previously obtained by its owner from a Boer, whose children were playing with it, for a mere trifle. There are some particular stones whose adventures almost defy romance itself. None are more striking than those attributed to the great gem now in the possession of the British Crown, and known as the Koh-i-noor. An ingenious theory has attempted to trace in three famous diamonds the fragments of the marvellous stone which once belonged to the Great Mogul. Tavernier, the French traveller, who was shown this in 1665 by Baber, the then chief of the dynasty, has furnished an exact account on which modern conjectures are based. Of three supposed portions it is difficult to say which has had the most eventful career. The antecedents of the Koh-i-noor in its separate state until it was brought to England are probably known to every one. The great Orloff diamond was said to have once been the eye of an Indian idol. Somewhat obscurely, it passed into private hands on the murder of the Persian Shah, Nadir, and was brought to Amsterdam by an Armenian merchant. Catherine II. of Russia desiring it for her sceptre, it was sold by its fortunate possessor to Count Orloff. The terms were 450,000 roubles down, an annuity of 4,000 more, and a patent of Russian nobility. This magnificent stone still glitters in the Czar's sceptre. The third fragment of the Great Mogul's stone fell into the possession of Abbas Mirza when storming Coocha, having been long used by a peasant as a flint for striking fire. The three jewels together are said to answer in all respects to the description of Tavernier, and it is really possible that they may be the actual stone supposed to have been first worn by the Indian hero, Karna, at the somewhat mythical period of 5,000 years ago. The record of several other priceless diamonds has been kept with almost equal care. The Florentine diamond, lost by Charles the Bold, was sold after the battle of Granson as a piece of rock crystal, a fact which Scott has incorporated into one of his most famous novels. The Regent diamond, once bought for £130,000, and afterwards placed in the hilt of Napoleon's sword, was the great feature of the old regalia of France.

The *Army and Navy Register* states that Professor E. F. Ritchie, of Bridgeport, Conn., is in correspondence with an Admiral of the British Navy, with reference to the introduction here of a poisonous air-bomb he has invented, and which he claims will revolutionise all modern warfare. The gases before being introduced into the bombs are several times compressed and impregnated with poisons which make them quickly fatal to any living creature breathing them. When exploded the gas lies close to the ground. Thrown into an army, the inventor thus describes the effects of what he calls his humane system of warfare:—"The bomb explodes and the air within a radius of 100 feet becomes charged with silent death. You cannot fight it, you cannot destroy this silent life-destroying enemy. What is the result? Why, the men who stay and asphyxiate, but you will find they won't. They will run away in a beaten and demoralised condition, and this is one of the best points about the device."

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 10TH FEB., 1885.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.00 to 3.05
Cotton Yarn, No. 16 to 24, per 400 lbs.	$83.00 to 87.50
Cotton Yarn, No. 28 to 32, per 400 lbs.	$96.50 to 97.50
Cotton Yarn, No. 38 to 42, per 400 lbs.	$106.50 to 109.00
Cotton Yarn, Bombay	$67.50 to 74.00
Chintz, per piece	79 to 1.76
Dyed Spotted Shirtings, per piece	$1.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.55 to 3.70
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.63
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 2.90
GreyT-Cloths, 24yds. & 32in. 6lbs. p. pc.	$1.20 to 1.—
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8lbs. XO p. pc.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8lbs. VV p. pc.	$2.30 to 2.35
GreyT-Cloths, 24yds 36in 8lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.23
Velveteens, Gentian per yard	$0.28 to 0.29
White Shirtings, 54 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.65
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.30
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, FF, per piece	$5.30 to 5.32
White Shirtings, HH, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, [illegible] lbs., per pair	$3.45 to 3.55
Blankets, [illegible] lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.35 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, BBB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.65 to 6.70
Long Ells, MM Assorted per piece	$6.65 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.65 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$6.70 to 6.75
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$4.45 to 4.50
Lead, LB, per picul	$4.20 to 4.25
Lead, Hole Chop, per picul	$4.05 to 4.10
Quicksilver, English, per picul	$55.00 to 55.20
Quicksilver, American, per picul	$55.00 to 55.20
Steel, English, per tub	$3.65 to 3.75
Steel, Swedish, per tub	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$22.00 to 2[illegible].50
Alum, 1st quality, per picul	$2.45 to .55
Alum, 2nd quality, per picul	$1.75 to 1.8
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$17.20 to 17.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$72.50 to 73.00
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	$650 to 785
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Brimstone, per picul	$2.55 to 2.60
Buffalo Cow Hides	$7.60 to 8.00
Camphor, packed, per picul	$11.70 to 13.50
Camphor, Baroos, clean, per picul	$3,500 to 3,900
Camphor, Refuse, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$35.00 to 36.50
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$10.00 to 10.40
Coals, Sydney, per ton	$9.40 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.90
Cotton, Bombay, per picul	$15.50 to 16.50
Cotton, Calcutta, per picul	$17.00 to 17.60
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$16.80 to 17.00
Cotton, Shantung, per picul	$16.20 to 16.53
Cotton, Tientsin, per picul	$17.60 to 17.70
Cotton, Tungchow, per picul	$17.50 to 18.00
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chauchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.8.5 to 2.9.–
Dates, Red, per picul	Tls. 2.2.5 to 2.3.5
Dried Lily Flowers	$7.65 to 7.75
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.[illegible]0 to 1.35
Flour, American, per barrel of 100 lbs.	$3.20 to 3.30
Flour, American, per barrel of 200 lbs.	$6.2 to 6.45
Fungus	$29.00 to 30.00
Flints, per picul	$0.50 to [illegible]
Ginseng, American, 1st quality, p. picul	$200 to 235
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 29.5.0 to 31.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$33.00 to 37.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$33.0 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to .35
Pea Oil, per picul	Tls. 6.4.0 to 6.5.4
Peas, White, per picul	$2.15 to 2.25
Peas, Green, per picul	$2.25 to 2.30
Peas, Black, per picul	$1.98 to 2.10
Peas, Yellow, per picul	$2.[illegible]0 to 2.18
Peas, Green Beans, per picul	$2.15 to 2.20
Pearl Barley, per picul	[illegible]
Potatoe Flour, per picul	Tls. 1.6.5 to 1.6.5
Rhinoceros Horn, per picul	$2,600 to 3,100
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.82 to 1.84
Rice, Siam, No. 2, per picul	$1.76 to 1.78
Rice, Siam, milled No. 1, per picul	$1.64 to 1.65
Rice, Siam, milled No. 2, per picul	$1.40 to 1.42
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.72 to 1.74
Rice, Saigon, Straw bags	$1.70 to 1.71
Rice, Japan	$2.10 to 2.65
Saltpetre, per picul	$5.25 to 5.65
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$4.95 to 5.10
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.0
Sharksfins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.17 to 4.20
Pepper, White, per picul	$27.40 to 27.50
Pepper, Black, per picul	$18.60 to 19.50
Rattan, Straits, per picul	$5.25 to 5.45
Rattans, Banjar, per picul	$4.25 to 4.0
Sandal Wood, Malabar, per picul	[illegible]
Sandal Wood, South Seas, per picul	[illegible] to 17.5
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pcl.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pcl.	$6.75 to 6.93
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$7.75 to 7.90
Sugar Candy, Foochow, per picul	$8.5 to 8.60
Sugar Candy, Swatow, White, per picul	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.20
Wheat, Japan, per picul	$2.15 to 2.20
Wood Oil, per picul	Tls. 6.3.0 to 6.3.5
Window Glass, per box	$3.15 to 3.20

SHIPPING IN THE CHINA WATERS.

HONGKONG.

VESSELS.	DATE OF ARRIVAL	CAPTAIN	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
STEAMERS.						
Bellona	Feb. 2	W. Schaefer	Ger. str	1120	Siemssen & Co	
Bengal	Feb. 1	G. Croad	Brit. str	1339	Butterfield & Swire	
Benlarig	Feb. 4	Clark	Brit. str	1482	Gibb, Livingston & Co	Nagasaki
Cheang H. Kian	Nov. 25	F. Webb	Brit. str	956	Bun Hin & Co	
China	—	—	Ger. str	648	Hing Lee & Co	
Danube	Feb. 8	J. Newton	Brit. str	561	Yuen Fat Hong	Bangkok
Decima	Feb. 6	P. Oestmann	Ger. str	1151	Ed. Schellhass & Co	
Emuy	Feb. 2	F. Blanco	Span. str	240	Brandao & Co	
Estrella	Oct. 3	M. de Olea	Span. str	19[illegible]	Remedios & Co	
Euripides	Feb. 9	J. Henly	Brit. str	1153	Adamson, Bell & Co	
Fame	—	Stoneani	Brit. str	117	H. & W. Dock Co.	
Glenmorven	Feb. 9	Thompson	Brit. str	2777	Order	
Hankow	—	J. Ogston	Brit. str	2235	Butterfield & Swire	Canton
Heron	Sept. 23	Oberg	Brit. str	—	Pustau & Co	
Honam	—	T. T. Banning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Japan	Feb. 7	Gardner	Brit. str	1865	D. Sassoon, Sons & Co	Calcutta
Kinkiang	—	Clarke	Brit. str	1081	H. C. & M. Steamboat Co	Macao
Kiangchow	—	S. W. Goggin	Brit. str	283	H. C. & M. Steamboat Co	Canton
Kong Beng	Feb. 10	R. Jones	Brit. str	862	Yuen Fat Hong	
Kowshing	Feb. 8	Webster	Brit. str	1354	Jardine, Matheson & Co	Shanghai
Madras	Feb. 8	H. Plange	Brit. str	1097	Siemssen & Co	
Menzaleh	Feb. 7	Becois	Fr. str	1276	Messageries Maritimes	Yokohama
Mount Lebanon	Oct. 3	D. Maxwell	Brit. str	1554	Jardine, Matheson & Co	
Oxus	Jan. 27	Rapatel	Fr. str	2374	Messageries Maritimes	
Powan	—	Lefavour	Brit. str	1812	H. C. & M. Steamboat Co	Canton
Propontis	Jan. 6	G. Hessley	Brit. str	1387	Arnhold, Karberg & Co	Saigon
Rory	Feb. 10	Marsden	Brit. str	1262	Russell & Co	Amoy
Sea Gull	—	Lesbirel	Amr. str	48	C. Traders' Insurance Co	
Shun On	Dec. 11	Blumenberg	Ann. str	136	Chinese	
Taiwan	Feb. 8	Jas. Arthur	Brit. str	1230	Butterfield & Swire	Melbourne
Thales	Feb. 7	T. G. Pocock	Brit. str	819	Douglas Lapraik & Co	Coast Ports
Triumph	Feb. 8	T. Schuldt	Ger. str	674	Wieler & Co	
Welcombe	Feb. 4	Corfield	Brit. str	1323	Butterfield & Swire	
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Wingsang	Feb. 7	De St. Croix	Brit. str	1554	Jardine, Matheson & Co	Calcutta
Will-o'-the-Wisp	Dec. 22	Owston	Brit. str	166	Pustau & Co	
Xoter	Feb. 10	Detlefsen	Ger. str	337	Ed. Schellhass & Co	
SAILING VESSELS.						
Abbie Carver	Jan. 4	Pendleton	Amr. bk	934	Captain	
Alden Besse	Dec. 9	J. A. O'Brien	Amr. bk	812	Melchers & Co	
Alex. McNeil	Dec. 29	G. W. David	Amr. sh	1088	Melchers & Co	
Centaur	Dec. 29	Offersen	Brit. bk	463	Wieler & Co	
Chandernagor	Jan. 29	Geo. Parker	Brit. bk	700	Order	
Coloma	Jan. 17	C. M. Noyes	Amr. bk	853	Melchers & Co	Portland
Commodore	Dec. 10	Blanchhard	Amr. sh	1909	Russell & Co	S. Francisco
Crescent	Nov. 13	Rowland	Amr. bk	583	Russell & Co	New York
Daniel	Dec. 2	P. Ohlsen	Ger. bk	416	Chinese	
Ed. L. M'berry	Jan. 3	Kelrne	Amr. bk	624	J. J. dos Remedios & Co	
Emily	Nov. 15	Crichton	Brit. bg	296	Captain	
E. C. Siebs	Jan. 17	Hohlm	Ger. bk	641	Wieler & Co	
Friederich	Jan. 16	H. Spiessen	Ger. bk	595	Arnhold, Karberg & Co	
Furness Abbey	Dec. 19	Marcy	Amr. sh	1041	Adamson, Bell & Co	
Goodell	Jan. 5	Hogan	Amr. bk	840	Adamson, Bell & Co	
Gustav & Oscar	Jan. 23	Seemann	Ger. sh	1352	Melchers & Co	
H. C. Sibley	Nov. 11	Fowler	Amr. bk	547	Captain	New York
Hedwig	Dec. 2	J. G. Barr	Brit. bk	376	Chinese	
Helene	Jan. 31	Behrmann	Ger. sch	423	Wieler & Co	
Helicon	Nov. 27	J. S. Howes	Amr. sh	1139	Arnhold, Karberg & Co	
H. Haarfager	Dec. 31	Nielsen	Nor. sch	281	Siemssen & Co	Havre
Invincible	Dec. 29	Skewes	Amr. sh	1394	Order	
Ino	Nov. 27	Höckelmann	Ger. bk	314	Carlowitz & Co	Hamburg
John C. Smith	Jan. 18	N. B. Frass	Am. sch	418	Order	
Jessie Osborne	Jan. 29	J. Wilson	Brit. sh	1053	Carlowitz & Co	
Lennox Castle	Oct. 31	Sabrido	Brit. bk	693	Lane, Crawford & Co	For sale
Livingstone	Feb. 9	H. Steffens	Ger. bk	531	Wieler & Co	
Martha	Feb. 4	McPherson	Brit. bk	854	Arnhold, Karberg & Co	
May	Feb. 10	G. Forbes	Brit. bkn	237	Adamson, Bell & Co	
Melbreck	Feb. 2	Lithibody	Brit. bk	819	Order	
M. Lebanon	Aug. 22	Nelson	Brit. bk	530	Arnhold, Karberg & Co	
Nicolas Thayer	Dec. 19	R. S. Crosby	Amr. bk	555	Captain	
N. American	Feb. 2	Vallett	Amr. sh	1520	Order	
Oneida	Feb. 8	McGilverry	Amr. sh	1624	Gibb, Livingstone & Co	
Pax	Nov. 10	J. F. Gille	Ger. bk	639	Carlowitz & Co	Hamburg
P. Wilhelmina	Jan. 8	Vinke Muller	Dut. bk	370	Siemssen & Co	
Samar	Dec. 19	O. O. Jones	Amr. sh	1070	Adamson, Bell & Co	
Sardonyx	Feb. 2	Buckman	Brit. sch	496	Jardine, Matheson & Co	
Sea Witch	Jan. 6	J. M. Drew	Amr. sh	1233	Russell & Co	
Sooloo	Dec. 22	Bilkie	Brit. bk	473	Borneo Co., Limited	
Spartan	Dec. 31	Crossly	Amr. bk	700	Captain	
S. S. Ridgway	Nov. 26	Townsend	Amr. bk	831	Chinese	
Ta'Lee	Sept. 14	Stolze	Ger. bk	342	Siemssen & Co	
Thos. Dana	Jan. 28	Jas. M. Small	Amr. sh	1388	Russell & Co	
Titania	Dec. 29	Townsend	Brit. sh	879	Melchers & Co	
Wagrien	Dec. 17	G. Sachse	Ger. sch	179	Wieler & Co	
Walls Castle	Jan. 28	H. Kennett	Brit. bk	375	Lane, Crawford & Co	
West. Monarch	Nov. 7	Erichsen	Brit. sh	1315	Captain	S. Francisco
W. H. Besse	Jan. 8	S. B. Gibbs	Amr. bk	1027	Captain	
Willie	Nov. 25	O. Alin	Brit. sch	275	Meyer & Co	

MACAO.

Kiang-ping	—	Holmes	Amr. str	360	Russell & Co

WHAMPOA.

Activ	Feb. 6	Revsbeck	Dan. str	268	Arnhold, Karberg & Co
Amoy	Feb. 8	De Ecville	Brit. str	814	Siemssen & Co
Tamsui	Feb. 9	A. Varden	Brit. str	919	Butterfield & Swire

CANTON.

California	June 13	J. Sobrido	Span. bk	420	Lane, Crawford & Co
Mary Austin	—	Mooney	Brit. str	140	Order
Milton	Jan. 12	Kurtzwig	Brit. str	220	Captain

AMOY.

IN PORT ON 3RD FEBRUARY, 1885.

Francisca	Jan. 10	Gontard	Ger. bk	368	H. A. Petersen & Co
Glenury	Nov. 25	Thomsen	Brit. sch	283	Pasedag & Co
Hermann	Jan. 26	M. Traulsen	Ger. bk	414	H. A. Petersen & Co
Hilda	Jan. 28	Jensen	Brit. sch	306	Pasedag & Co
Johann Carl	Jan. 12	Schwart	Ger. sch	144	Pasedag & Co
Louise	Jan. 26	C. Holm	Ger. sch	2[illegible]0	H. A. Petersen & Co
Pelham	Jan. 30	R. Downie	Brit. bg	254	Pasedag & Co
Therese	Jan. 30	Lorenzen	Ger. bk	331	H. A. Petersen & Co

FOOCHOW.

IN PORT ON 17TH JANUARY, 1885.

Minna	Nov. 15	Richter	Brit. bg	435	Chinese
Perle	Jan. 11	Hansen	Brit. bk	401	Captain

SHANGHAI.

IN PORT ON 4TH FEBRUARY, 1885.

Argos	Jan. 29	Thomson	Brit. bk	289	Nils Moller
Batavia	Jan. 21	Nilsson	Brit. bk	366	Nils Moller
Cannanore	Jan. 2	Miller	Brit. sh	1599	Adamson, Bell & Co
Chingtah	Sept. 17	Taylor	Chi. bk	458	H. M. Schultz
Claro Babuyan	Jan. 28	Brown	Brit. bk	358	Morris & Co
D. I. Tenney	Jan. 25	Wilson	Amr. sh	1633	C. & J. Trading Co
Else	Jan. 14	Brinckmeier	Ger. sch	278	Order
Hermann	Jan. 16	Ludwigs	Ger. sh	1315	C. & J. Trading Co
K'masako Maru	Jan. 19	Will	Jap. bk	430	M. B. Kwaishia
Leeyih	July 6	Cubane	Brit. bk	219	Morris & Co
M. A. Dixon	Jan. 10	Cooke	Brit. bk	415	Morris & Co
Northampton	Nov. 25	Richards	Brit. sh	1173	W. Hewett & Co
Rebecca	Jan. 29	John	Rus. sch	140	Siemssen & Co
Ribston	Jan. 12	O'Grady	Brit. bk	397	Jardine, Matheson & Co
Robt. S. B'nard	Jan. 14	Andrews	Brit. bk	1199	Fearon, Low & Co
Satsuma	Jan. 11	Swensen	Brit. bk	364	Morris & Co
Solider	Jan. 1	Landholm	Brit. bk	240	Nils Moller
Tetuan	Jan. 16	Roper	Brit. bk	437	Order
W. Siegfried	Jan. 12	Schioder	Brit. bk	323	Nils Moller

HIOGO.

IN PORT ON 24TH JANUARY, 1885.

Erins' Gem	Jan. 17	Belyea	Brit. sh	1479	Meyer & Co
Hidesato Maru	Jan. 20	Hosoi	Jap. bk	493	Kiodo Unyu Kwai
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co

NAGASAKI.

IN PORT ON 24TH JANUARY, 1885.

Gitanilla	Jan. 22	Taylor	Brit. bk	472	Holme, Ringer & Co

YOKOHAMA.

IN PORT ON 30TH JANUARY, 1885.

VESSEL.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS	CONSIGNEES.	DESTINATION.
A. Cashman	July 12	Isaacs	Ger. sch	99	F. Retz	
Ada	Jan. 17	Hardy	Brit. sch	72	Captain	
Alma	July 8	Boyd	Am. sch	43	J. D. Carroll & Co.	
Black Diamond	Oct. 2	Boyd	Ger. bk	570	P. Bohm	
Diana	Sept. 21	Peterson	Am. sch	74	Captain	
Felix	Nov. 1	Sternberg	Ger. sch	86	F. Retz	
Gnam	Nov. 9	Smith	Brit. sch	215	A. Clark	
Hans	Aug. 24	Thomsen	Ger. bk	313	J. W. Palmer	
John M. Clerk	Jan. 26	Conant	Amr. bk	719	Frazar & Co	
Mary C. Bohm	Nov. 23	Baade	Ger. sch	48	P. Bohm	
Mercur	Sept. 8	—	Ger. sch	233	Grosser & Co	
Name	Oct. 23	Van Pelt	Brit. sch	93	Owston, Snow & Co	
North Star	—	Boyd	Am. sch	43	J. D. Carroll & Co	
Otsego	Sept. 21	Ewalt	Brit. sch	60	Captain	
Rose	Nov. 28	Brassey	Rus. sch	53	Captain	
W. Minstrel	Sept. 13	Seivewright	Brit. bk	289	Captain	

MANILA.

IN PORT ON 22ND JANUARY, 1885.

Belle Wooster	Dec. 13		Am. sch	490	F. Richardson & Co	
Bowfell	Dec. 5		Brit. bk	774	Ker & Co	
Earl Granville	Dec. 1		Brit. sh	1193	W. F. Stevenson & Co	New York
Erl Konig	Jan. 20		Ger. bk	457	Geo. Mackenzie & Co	U. States
Evanell	Nov. 29		Amr. bk	513	Smith, Bell & Co	New York
Freeman	Jan. 10		Amr. bk	1198	W. F. Stevenson & Co	
H. A. Litchfield	Dec. 3		Amr. bk	613	W. F. Stevenson & Co	
Herradura	Dec. 26		Aus. bk	613	Peele, Hubbell & Co	
Hieronymus	Jan. 13		Ger. bk	425	Forbes, Munn & Co	
H. J. Libby	Jan. 20		Amr. bk	621	Ker & Co	
Leucadia	Oct.		Brit. bk	896	Macleod & Co	
Mirzapore	Jan. 1		Brit. sh	1186	Peele, Hubbell & Co	S. Francisco
Nyassa	Oct. 16		Brit. bk	800	F. Richardson & Co	Liverpool
Salacia	Nov. 28		Brit. bk	797	Master	
Sarmatian	July 26		Brit. sh	1198	Smith, Bell & Co	

ILOILO.

IN PORT ON 19TH JANUARY, 1885.

Agenor	Dec. 6		Amr. sh	1537	Peele, Hubbell & Co	Boston
Beaconsfield	Oct. 28		Brit. sh	1450	Smith, Bell & Co	New York
Cheshire	Jan. 10		Amr. bk	733	J. Carvalho	
Paul Jones	Jan. 16		Amr. sh	1206	Smith, Bell & Co	Boston
P. N. Blanchard	Jan. 19		Amr. sh	1582	Smith, Bell & Co	New York
Sachem	Jan. 4		Brit. sh	1381	Peele, Hubbell & Co	New York
Scotia	Jan. 19		Brit. bk	771	W. F. Stevenson & Co	St. Helena

CEBU.

IN PORT ON 3RD JANUARY, 1885.

Luzon	Jan. 3		Amr. sh	1339	Macleod & Co	U. States
Martha Davies	Dec. 31		Amr. bk	832	Smith, Bell & Co	New York

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG	GUNS	H.P.	CAPTAIN.	WHERE AT
Albatross	screw sloop	4	840	Com. Hicks	Korea
Audacious	double-screw iron-frigate	14	4330	Captain Pearson	Hongkong
Champion	corvette	14	2340	Captain Powlett	Amoy
Cleopatra	corvette	14	2610	Capt. H. N. Hippisley	Hongkong
Cockchafer	gunboat	4	470	Lt.-Com. Boteler	Tamsui
Curacoa	corvette	14	2540	Capt. J. G. J. Hanmer	Singapore
Daring	composite sloop	4	920	Com. Laurence Ching	Shanghai
Esk	double-screw gunboat	3	340	In reserve	Swatow
Espoir	gunboat	4	455	Lieut.-Com. Gamble	Shanghai
Firebrand	composite gunboat	4	460	Lieut.-Com. Dickson	Hongkong
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Hongkong
Fly	double-screw gun-vessel	4	490	Com. John Hope	Hongkong
Foxhound	gunboat	4	470	Lieut.-Com. McQuhae	Hoihow
Linnet	gunboat	5	1050	Commander G. W. Hill	Hongkong
Merlin	composite gunboat	4	430	Lt.-Com. S. S. C. Branton	Canton
Midge	double-screw gun-vessel	4	470	Com. Hathan	Foochow
Pegasus	sloop	6	970	Com. Bickford	Hongkong
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Shanghai
Swift	double-screw gun-vessel	5	1010	Lieut.-Com. Bromley	Amoy
Tweed	double-screw gunboat	3	340	Commander Loane	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1230	Lt.-Com. T. E. Maxwell	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Hongkong
Wivern	turret-ship	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Shanghai

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Atalante	French frigate	12	2400	Captain Treve	Matsou
Abreck	Russian gunboat	7	300	Captain Schanz	Nagasaki
Alert	American corvette	4	800	Commander J. C. Barclay	Canton
Amaki Kan	Japanese corvette	—	—	Commander Jaso	Shanghai
Aragon	Spanish frigate	—	—	Captain Zubrava	Hongkong
Aspic	French gunboat	4	—	Capt. M. de F. Jonquières	Formosa
Bayard	French frigate	14	4556	Capt. Parrayon	Kelung
Champlain	French cruiser	10	1450		Matsou
Chateau Renaud	French corvette	—	—	Captain Le Pontois	Haiphong
Cristo. Colombo	Italian corvette	—	—	Captain Accinni	Shanghai
Da. Estephania	Portuguese corvette	—	—	Capt. F. da Costa Cabral	Cruising
D'Estaing	French cruiser	15	—	Captain Coulombeaud	Formosa
Drac	French corvette	—	—	Captain Ferrat	Saigon
Duguay-Trouin	French corvette	5	—	Captain Guien	Kelung
Eclaireur	French sloop	8	—	Captain Fournier	Formosa
Elizabeth	German corvette	21	2?00	Comd. Schering	Yokohama
Enterprise	American corvette	6	800	Commander A. S. Barker	Chefoo
Ermak	Russian transport	—	80	Captain Koltchau	Vladivostock
Gornostai	Russian gunboat	7	80	Commander Stark	Tientsin
Iltis	German gunboat	4	340	Lieut.-Com. Rotger	Korea
Jaguar	French gunboat	—	—	Lieut.-Com. Foriet	Haiphong
Juniata	American corvette	8	900	Com. P. F. Harrington	Foochow
La Galissoniere	French frigate	14	2670	Captain Fleuriais	Tamsui
La Nive	French transport	—	—	Captain de Kerambasquer	Kelung
Lynx	French gunboat	4	—	Captain Blouet	Haiphong
Lutin	French gunboat	4	100	Captain Debar	Saigon
Minin	Russian frigate	16	6000	Captain Grenquist	Yokohama
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Shanghai
Morge	Russian gunboat	7	80	Commander Boyle	Vladivostock
Naesdnik	Russian corvette	13	250	Captain Kalogueras	Batavia
Nautilus	German gunboat	4	600	Captain Aschenborn	Tientsin
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Nielly	French corvette	—	—	Capt. D. des Asart	Kelung
Opritchnik	Russian cruiser	13	250	Capt. R. Ivashentzoff	Shanghai
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Korea
Palos	American gunboat	6	500	Lieut.-Com. J. Nelson	Newchwang
Parceval	French gunboat	4	—	Captain Thounins	Saigon
Rasboynik	Russian cruiser	8	250	Captain Pojarsky	Nagasaki
R. de Genouilly	French cruiser	—	—	Commander Richard	Formosa
Saone	French cruiser	—	—	Captain W. Nonin	Kelung
Skobeleff	Russian corvette	—	—	Captain Blazodareff	Nagasaki
Sobol	Russian gunboat	7	80	Commander Boyle	Tientsin
Stosch	German corvette	18	2500	Captain von Nostitz	Shanghai
Tamega	Portuguese gunboat	—	—	Capt. Avila	Hongkong
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	—	Captain Phythian	Hongkong
Triomphante	French ironclad	14	2400	Captain Baux	Kelung
Velasco	Spanish cruiser	3	1500	Capt. D. E. Hutron	Manila
Vettor Pisani	Italian corvette	—	—	Captain Polumbo	E. R. H'kong
Villars	French corvette	15	600	Captain Vivielle	Kelung
Vipère	French gunboat	4	—	Captain Peireyre	Hongkong
Volta	French cruiser	6	—	Captain C. A. Gigon	Kelung
Vostock	Russian gunboat	4	—	Commander Molchousky	Vladivostock

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